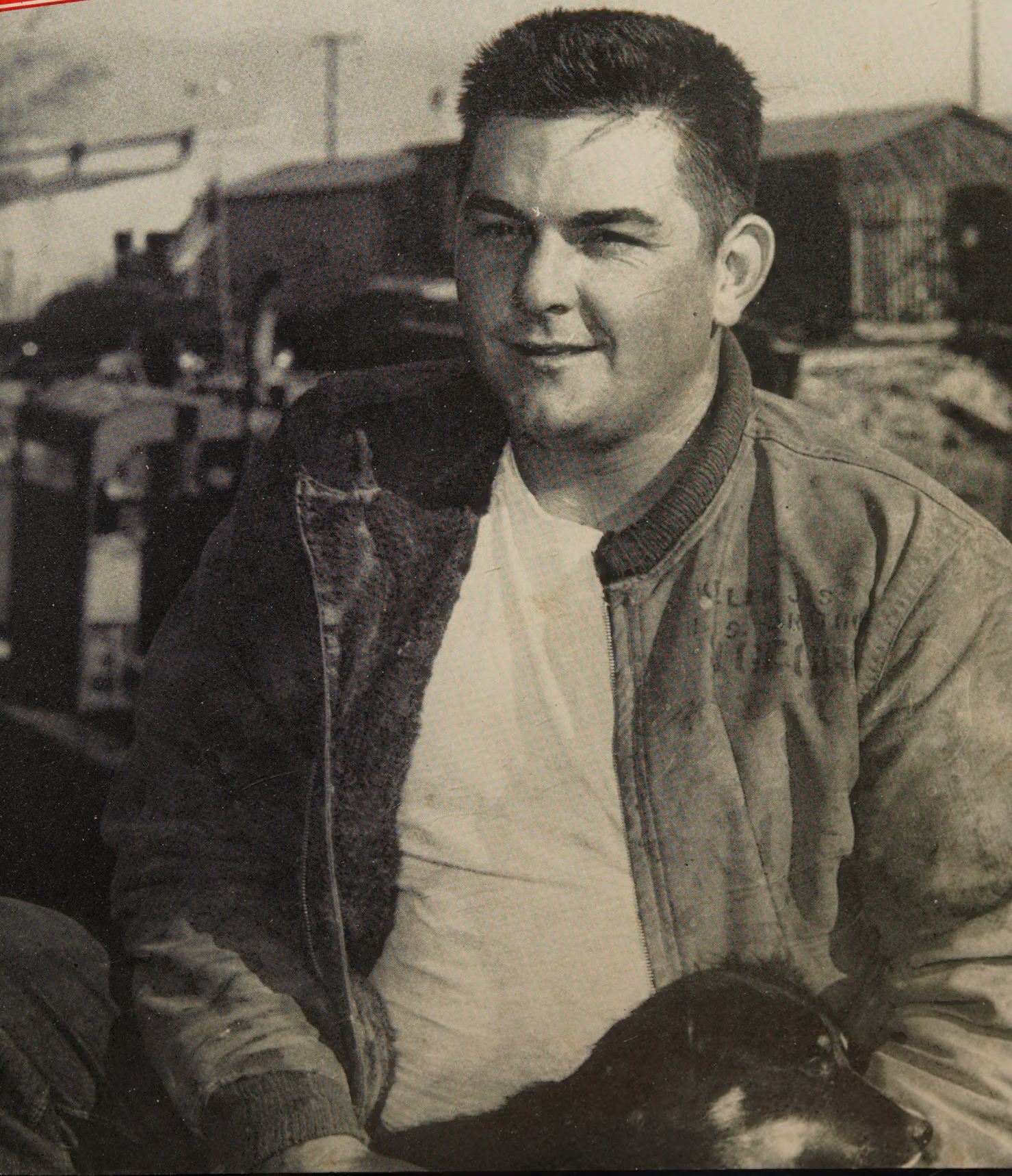
AN-AMERICAN fisherman

APRIL 1949

NEWPORT HARBOR NUMBER

35 CENTS



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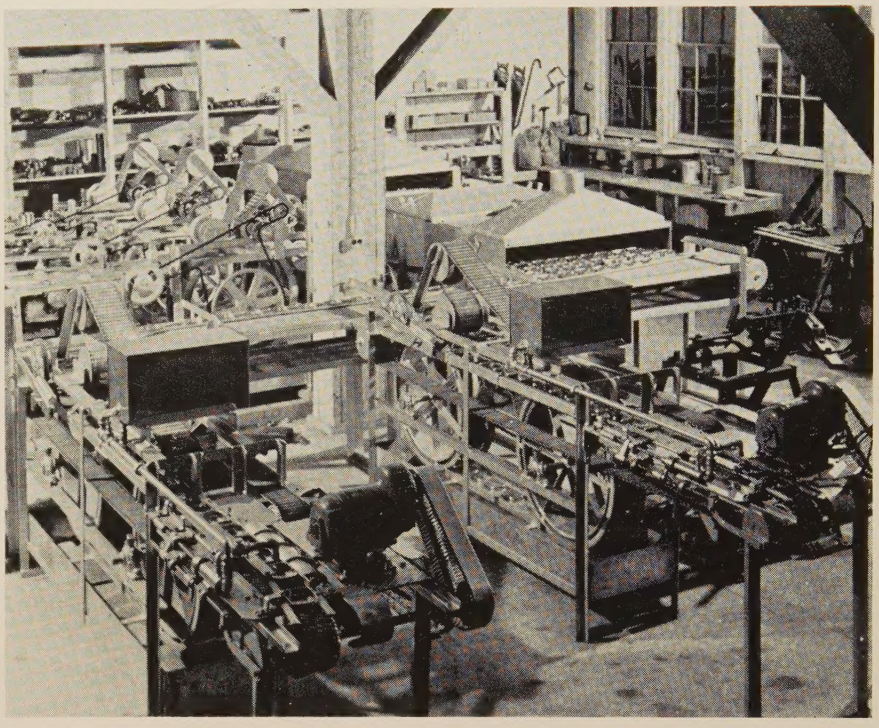

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PAN-AMERICAN *fisherman*

NEWSmagazine of PAN-AMERICAN FISHERIES combined with the magazine TUNAfisherman

A Journal Published Monthly
Serving the Pan-American Fisheries

A Marine Press Publication

President and Publisher.....Oscar deBeck
Editor-in-Chief.....John Springer
Executive Editor.....Seymour E. Francis

Volume 3 Number 5

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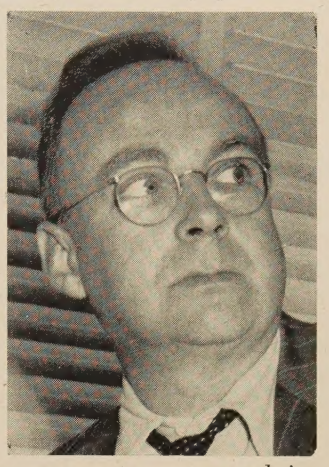
The magazine PAN-AMERICAN Fisherman, combined with TUNA Fisherman, is published monthly in Calif. Editorial and executive offices are at 205 Broadway Pier Building, San Diego, California. Radio-telephone identification, "PANAMAG." Telephone FRANKLIN 7876. Subscription, U. S. and Poss., 1 year $3.00, 2 years $5.00, 3 years $7.00 and single copies 35c. Entered as 2nd class matter, February 19, 1948, at the Post Office at San Diego, Calif., under the Act of March 3rd, 1879.

THE COVER

Jack Carich, 23-year-old Newport Fisherman, has been in the game for six years. A graduate of Harbor High School, he is married; is the son of Andrew Carich, also a fisherman. He works on Bud Stahler's Charlotte. The pup? That's Putts.

IN THIS ISSUE:

SOME people apparently think that the racy, pointed articles of Seymour E. Francis, *Marine Press* Executive Editor, have been absent from the pages of *Pan-American Fisherman* too long. Mrs. Lewis Hari of Seattle, Washington, is one. She writes: "How about another story like the "Seibert Battle" and "Mr. Montgomery and Mr. Pool?" Another reader, Harlan Klaus of San Francisco, wanted to know practically the same thing, and he also asks for a little of Francis' background. We are pleased to report, therefore, that another Francis article appears on page 6 and 7 of this issue, and, in answer to Mr. Klaus query, we ran down Francis and got this dope:



HE was born in Binghampton, N. Y., June 16, 1909, the son of an Episcopal minister. He had two brothers; one, a professional magician is living; the other is dead. As a boy, he followed his father, who was something of a confirmed traveler, over very nearly every inch of the United States. After graduating from the University of Indiana, he took up newspaper work, serving, in turn, with such organs and wire services as Louisville *Times* and *Courier-Journal*, Indianapolis *Times*, NEA, Acme Newspictures, *Central Press*, Bloomington, Indiana; International News Service and the *Sun*, both of Chicago; San Diego *Journal*, and others. In these capacities his functioning varied from police reporter to city editor, and back to news editor and sports writer. Upon completing his tenure with the San Diego *Journal*, he became Publicity Director for the San Diego Chamber of Commerce, and from there he came to *Pan-American Fisherman* in his present role. A prolific writer, the stuff fairly boils from his typewriter, and, in addition to his contributions to *Pan-American Fisherman*, (he also is co-writer and editor of the magazine's Port Series) he often has as many as 10 or 12 articles of varying length appearing in other publications throughout the country. He lives in Coronado, California, is married to a former newspaperwoman, Ethlene Engledow; has no children; served during the war as an officer in the Navy Air Force in Guam (where he put out a Navy newspaper), and currently is a Lt. Com. in the Naval Volunteer Reserve, San Diego. His hobbies are represented by his wife, dog and photography, and of his story in this issue, entitled *Hawks of the Fishing Fleet*, he says "I've always been interested in aviation, and while in the Navy, I got the idea that planes could be used to advantage by the San Diego tuna fleet. My interest was further awakened when I met Benny Friedkin here in San Diego, and learned of his plans for an aerial school. I personally consider the use of planes as the most important advancement made in commercial fishing in years, although I'll admit that it still is a subject of hot debate among far more authentic authorities in the fishing business than I."

THERE is a big movement taking place in the Pacific area, involving our old subject of controversy, the Vanishing Sardine. The California legislature, aided by various canners and packers in the state, has come up with a bit of financing, in an attempt to find out more about the silver-sided little fish. This fisheries exploration is about the most extensive in history, and, equipped with the latest in research, the U. S. Fish and Wildlife Service, Scripps Institute of Oceanography and the State Fish and Game gentlemen are roaming in huge ships up and down the coast. This story is on pages 12 and 13.

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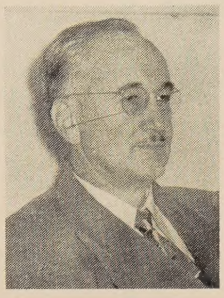
Let's Talk It Over

ONCE again we congratulate Charles Jackson of N.F.I. for pointing out a danger to the fishing industry. This time he tells us of the crippling effect that the elimination of the fishing industry from the exemption clause in the Fair Labor Standards Act represents. If the fishing industry is no longer exempt, as provided by the Bland Amendment to this act, there will be serious hazards to face in marketing fish of all kinds: Fresh, frozen, or canned, in addition to the many important by-products. Bear in mind that your Congressman was sent to Washington by you from your District and, as a consequence, will seriously consider your desires in legislation affecting you and your home community and home industry. He cannot completely ignore you and what you want; therefore, a letter or wire expressing your desires will make him think twice before he casts his vote for or against pending legislative bills or amendments.



ELIMINATION of the fishing industry from the Fair Labor Standards Act can only increase the over-the-counter prices on myriads of fishery products. This, in turn, will build up a buyer resistance and, thereby, slow down consumption which, in its turn, obviously, will force curtailment of production. Does it not seem absurd to permit Congress to do this in the face of present conditions and the downward trend of prices? We urge and recommend that you join hands with the N.F.I. by writing, wiring, or telephoning to your Congressman, urging him to do all in his power to retain in the new law the fisheries exemption clause known as the Bland Amendment. This is extremely important to the fishing industry, and *you* who are a part of it.

IT is gratifying to note the ever mounting pressure against the alarming increase of fish imported into the United States. Congressmen George Bates of Massachusetts and Russell V. Mack of the State of Washington have added their weight to that of Congressman Clark Thompson of Texas, in measures for the curtailment of fish imports to the United States. These men can see the light and are fighting for the survival of the fishing industry. We understand that the per capita consumption of fish in 1937 was 10.7 pounds and that even under the most favorable circumstances of shortages in other protein foods, the per capita consumption of fish in 1948 increased only 3/10 of 1% which indicated a per capita consumption of only 11 pounds. Inasmuch as our production follows the consumption rate very closely, a natural uneasiness is created in the face of constantly increased imports and drastic decrease in exports of fishery products. It is obvious, therefore, to anyone that these conditions can only result in a greater supply than can be absorbed. The old story of supply and demand still holds true. Reduction in production must be made under these conditions and they must necessarily be domestic (home products) or foreign imports. Low tariffs and no limits on foreign imports, plus foreign exploitation of cheap labor, are highly favorable to reduction of domestic production. Obviously, adjustments and controls on foreign imports are imperative, and must be speedily effectuated for the protection of the American fishing industry. Let me urge again that you write, wire, or telephone your Congressman and *insist* on his taking a stand in favor of a workable plan for the curtailment of foreign imports.

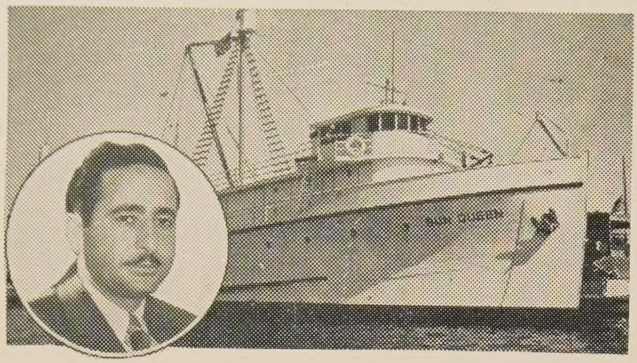
HERE is one example of why you must educate your Congressman on what you are facing today in the fishing industry. A recent by-products bulletin from N.F.I. said: "A typical example of the lack of information on fishery by-products was brought to the front during the recent industry hearings on imports before the Senate Finance Committee. One of the Senators, from a state which has many menhaden plants, and a leading agriculturist in his own right, stated flatly that he firmly believed that the majority of fishery by-products went into fertilizer—it was difficult to convince him that this is no longer a fact. It is true that a few years ago fishery by-products were made into fertilizer almost exclusively. But since research brought to light the fact that fish meal and solubles contain many valuable nutritive elements, these products have been nearly all used in the feeding of poultry and swine. Few people realize that indirectly nearly everyone in the nation consumes fishery by-products. Also few people realize that the menhaden leads all other species in production—the pilchard is third; herring fifth. The fishery by-products industry has a good story—it is important to see that it gets told! It is time for everyone in the industry to co-operate—only by unified action can the industry compete with the many other feed supplement industries, such as meat scrap, and the synthetic products which are being developed. Education is sadly needed. A start has been made—through the efforts of the National Fisheries Institute and its By-Products Committee, the fishery by-products industry is slowly gaining recognition. But we need the help and co-operation of everyone. Meetings have been held with many elements of the feed industry so that both industries will be better informed. Last April in San Francisco, the first meeting of the by-products industry on a national scale was held with great success at the N.F.I. Convention. The second national meeting will be held in Chicago this April. It is to the interest of everyone in the industry to attend. We need *your* help to help *you*.

IF this very clear example is at all accurate it can readily be seen that some Congressmen seem actually to use their heads for little more than a place to put their hats. Let's take off the hats of these few and hammer some good common sense into their uninformed domes. Let us get together and educate them. Help us by enlightening these gentlemen on the serious problems facing the fishing industry and you who are a part of it. If the Congressmen are not forced to keep informed the industry can expect only the overall weird attitude representative of the Senator who made that observation on fishing by-products. Incidentally, this magazine has arranged to receive each month a breakdown on canned fish importations. Each issue, will include a breakdown, such as the one below.

CANNED FISH IMPORT SCORE BOARD

First Two Months	114,000 cases
Total This Year	114,000 cases

Richard Lock



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The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
Marine Press Association

Auckland, N. Z.—Fisheries experts of this city and of Christchurch, late last month were still puzzling over the possibilities of profitably commercializing two hitherto unknown species of fish which Dr. Carl R. Hubbs, San Diego, California, biologist for Scripps Institute of Oceanography, brought to their attention as native to New Zealand waters upon his trip there to attend the Seventh Meeting of the Pacific Science Congress, which ended March 3. Hubbs spent three days collecting New Zealand fish, and the "unknowns" unearthed in his investigations were a type of gobie and a species of blenny. Peculiar to the Pacific Ocean apparently, the little fellows were one inch to four inches long. "These species indicated," explained Hubbs, upon his arrival in San Diego, "that New Zealand, while unreachable by many fish, still is able to provide food supplies and coverage for new species developed to fill evolution gaps in the ranks of small fish." Specimens of the fish, he went on, were being transported to the Scripps laboratory at La Jolla, California, for further study. While in New Zealand, Hubbs, who was accompanied by Dr. Martin W. Johnson, also of the Scripps staff, read to the Congress a dissertation written by him on the population of the gray whale. The paper was based on his research of the species in Upper and Lower California. Another paper that he shot at the delegates treated with the resemblance of fish life in Northern and Southern territories. This one pointed out the ice age migration of fish across the Equator.

Honolulu, T. H.—Preliminary reports on the production of fish in 1948 for the Hawaiian Islands offer an estimate of 14,595,000 from the sea fishery. Tuna and tuna-like fishes account for more than 68 per cent of the total. The most important species is the yellowfin, with production for 1949 set at around 8,000,000 pounds. The largest landings were made during the months of June to September. Skipjack, Albacore, Bluefin, and Bigeyed tuna totaled 1,872,000 pounds and were dredged up throughout the entire year. Bonito and little tuna were taken also during the full year. But March and April marked the heaviest catches. The total for these latter two species was 131,000 pounds.

Tokyo.—An excerpt from weekly Report Number 173 of the Natural Resources Section, SCAP, was making the rounds here late last month; the document featured an opinion concerning a press conference statement on Japanese fishing areas relative to expansion of Japanese authorized fishing grounds. General MacArthur may decline to extend more fishing area to his charges for some time yet, if the tone of the information is correct. Moreover, the Japanese may not get their eagerly-sought expansion rights for some time, even if the American Government extended its okay. Two conditions are given as important to expanding the territory. One, the Japanese must prove obedient to the current regulations and a capability to throttle over-exploitation; two, they must get wise to sustained yield through research and control. Authorities saw the latter problem as the fly in their ointment. It was obvious that much time must elapse before the Japanese could progress scientifically to a point wherein their research programs could meet specifications.

Liverpool, England.—A letter from Pan-American's reporter in England says Turkey is selling tuna to Great Britain in substantial quantities; that Great Britain, moreover, is buying sardines from Yugoslavia, and big shipments of snook from South Africa. Britain's purchases from Turkey packed a wallop. For instance, the Turkey tuna is being utilized by John Bull as a substitute fish for both salmon and sardine, which, heretofore, have been bought from the United States. For another: Turkey, if the British demand should become strong enough, would be in a position to put over, eventually, a tuna catching and canning operation big enough to throw a lot of canned fish into the American markets.

Oslo, Norway.—The financial editor of the Conservative Aftenposten newspaper had something to say regarding efforts of the American fish industry in its efforts to apply restrictive quotas on imports. Whether or not his views reflected those of Norway's commercial fishing industry in general, was not known. "A few days ago," he wrote, "a telegram arrived from New York which would interest some readers, but which only few papers had space to publish. The report was simply that American fishermen have protested against the increasing American import of fish and fish products. Prices are so low that the Americans are unable to compete. Now it is a fact that the United States exports far more than it imports. In order to attain better balance in the foreign trade the Americans are searching high and low for products suitable for their market. What could be more natural than buying foreign products which are cheaper than their own products? In other fields the Americans are superior and need not fear an unfavorable trade balance. But if other countries are to continue acting as buyers of American products, they must be enabled to pay for their purchases. The Marshal Aid, which in the long run will be a heavy burden on the American taxpayers, cannot continue indefinitely. We are very grateful for the aid, but it is supposed to be help for self-help. Therefore other countries should be enabled to sell their products in the United States, when they can offer price and qualitative competition. One of the principal tasks of the United Nations is to develop the natural economic sectors of the various countries. The International Trade Charter has the same objective. But if marketing possibilities are to be limited because a country is able to produce cheaply, one must be permitted to say that theory and practice differ."

Columbia, South America.—Denmark became interested in the possible expansion of its fishing industry, to the extent that Dr. Mellentin Poulsen, of the Danish Biological Institute in Copenhagen, arrived here for a complete investigation. He said there were huge quantities of shrimp adjacent to the Columbian Coast

Hawks of th

Scouting Planes Are Representing an Increa

(The airplane, in establishing its true worth to the commercial fishing industry, has been subjected to some pretty stiff tests. But it has come through so far in something more than a handsome manner. Here's the picture, as it looks today.)

•

By SEYMOUR E. FRANCIS
Marine Press Staff Writer

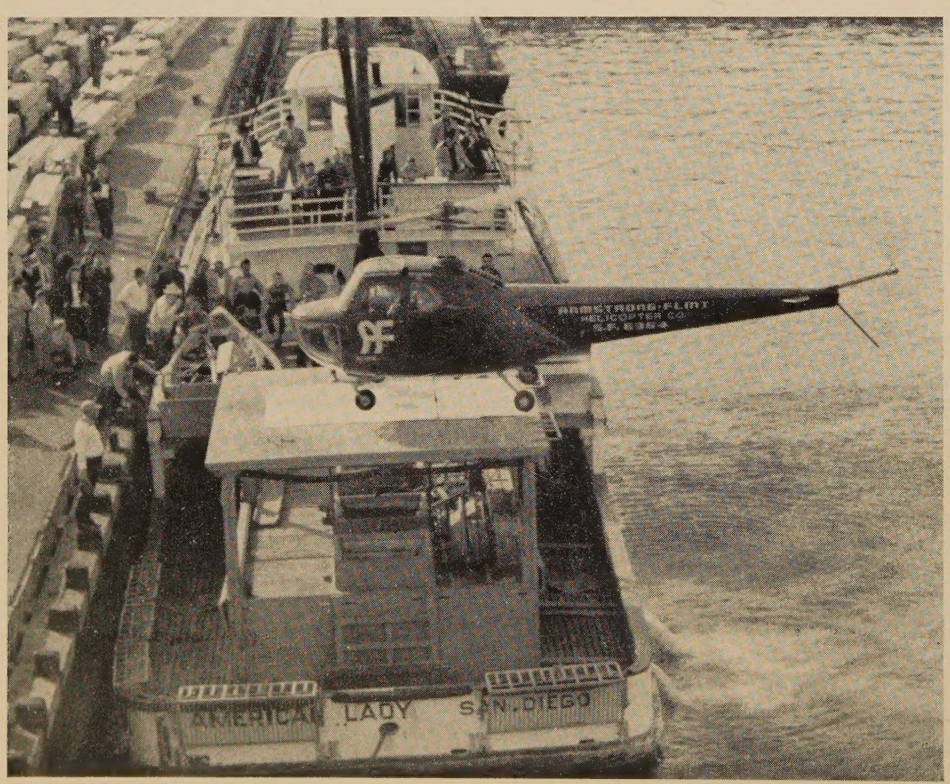
CLIPPER skippers who have added high-flying eyes to their crews by using pontoon-equipped planes to spot bait and tuna schools have found their holds filling so rapidly that, many times they can more than pay the somewhat nominal cost of the plane with less than one trip. And the time saved is so great that, depending on market and other conditions ashore, they can, if necessary and feasible, make an extra trip a year. Any discussion of the use of aircraft to speed operations at sea should be prefaced by the somewhat cagey acknowledgment that there are certain disadvantages to use of planes, but the advantages so far outweigh these that at least four clippers of the San Diego fleet now have planes, and there are indications from other captains that they plan to add aerial craft to their sea craft. And these guys are not in the habit of throwing their money around unless they are convinced that they'll get it back with a bit of gravy.

Use of floatplanes in the tuna fleet is comparatively new. It was only two years ago, as the calendar goes, that the *Liberator* left port on the pioneering clipper-plane hegira. A very successful trip it was, too. Since that time, experiments with aircraft have extended even into the practibility of using helicopters, those whirling dervishes that can go straight up or down and hence eliminate the necessity for surface take-offs and landings. Since that first trip, too, use of planes has expanded to such an extent that at least one aircraft school in San Diego—Friedkin—plans to make sure there is an ample supply of competent pilots by offering a special course on the secrets of light-plane surface landings and takeoffs, fish spotting, daily ship routine and the like.

So far, the most popular plane, as far as clipper captains and owners are concerned, is the *Luscombe*, which has a cruising speed, with floats, of a little less than 115 miles an hour. That was the plane the *Liberator* used on its history-making trip, and it's the one that is now aboard the *White Star*, and the *Chicken of the Sea*. It's the plane that Joe Medina says he's planning to buy. The *Paramount* has a *Luscom*be, too, which is being repaired after a bit of tough luck near the fishing banks. The *Scarlet Queen* is using a *Cessna*. For all intents and purposes, the *Luscombe* is typical of the small craft that are available, and its specifications are, in general, about what can be expected from any of the small planes. On top of that, *Luscombe*, more than any other small plane manufacturer, has kept up with experienecs of tuna craft to date, and has modified its specifications to provide better visibility, stronger bulkheads, special top hatch for easier access to the bridle gear, and a special propellor that brings faster take-offs.

THE Luscombe is a two-passenger all metal plane, with a soundproofed cabin. It has a cruising range of more than 500 miles. Wing span is 35 feet, the fuselage is 20 feet long, and the gross weight is 1400 pounds. It carries 25 gallons of gasoline, and sells in San Diego, fully equipped except for radio, for around $5200. Friedkin Aeronautics, *Luscombe's* Southern California distributor, is perfectly willing to install a two-way radio, too, but has discovered that personal preference plays a great part in radio selection, and, to date has left that matter up to the skippers. There was considerable skepticism along San Diego's embarcadero when the *Liberator*, since sunk, left port with that first pontoon-equipped *Luscombe*. George McKusick, former Marine Corps fly boy and later a test pilot for a couple of aviation companies, went along as the pilot. The *freres* Soares, George and Joe, admittedly were blazing a new trail with that plane. Even their own crew was a bit dubious at the start, but when the *Liberator* came back in record time with 185 tons of tuna for Sun Harbor Packing—valued at nearly $60,000—other tuna captains arched their eyebrows and began to investigate.

They learned nothing they didn't know already—primarily, that the higher an observer can get the father he can see. From the bridge of a tuna clipper, a spotter with binoculars can scan the sea for a radius of about five miles. Put him in the crow's nest, and he adds a mile and a half to his range. But put



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Procedure

Pilot Fred Brown lets the roto-bladed craft lower gently. The camera catch its descent a moment before wheels touch the bait canopy. (In actual fishing operations, pontoons would replace wheels.)

Fishing Fleet

ortance to Southern California's Fishing Fleet

him in a plane at 1000 feet, directly over the vessel, and on a clear day he can see 30 miles or more. Hence, by flying legs about ten miles apart, and 5 to 10 miles on each side of the mother vessel's course, an aerial spotter can cover, in a short time, an area that would take the clipper itself a matter of days. In addition, the pilot can hold his altitude to between 500 and 1000 feet—and lower if necessary—and can obtain a much sharper view. He can determine the size of a school, and its course, and can direct the clipper to the scene by radio.

In point of fact, it is this time-saving accuracy that is the biggest advantage of using a plane, an advantage that outweighs by far any single disadvantage. Everyone in this industry knows that the tuna is a fish that doesn't plot its course and plan its feeding times to suit the whims of those who man the ships. Many tons of tuna have been lost because a fisherman wasn't able to fill his bait tanks and get back to the tuna banks while the tuna were snapping. Speed in finding the bait, loading it and getting back to the banks while the tuna are hungry is an important factor in how rapidly the clipper fills its hold. Captain George Soares, after the *Liberator's* first trip, said McKusick found bait in a matter of hours, where it often took other ships days to locate the schools, and he added that at least one other tuna skipper played follow the leader by trailing the *Liberator* which was trailing McKusick who was trailing bait schools.

SOARES and McKusick learned many things on that early trip, not the least of them being that trained observers able to interpret what they see are essential to successful plane operation. What is the difference in the surface appearance of a shallow hole with weeds, and the color of certain schools of bait, Clouds and some coral formations can be confused. McKusick, after the first trip, recalled that he and George Soares had scanned one particular area for a time which without success, and then came upon what could be (1) a large school of bait, or (2) a shadow along a reef. Repeated inspections at ever lower altitudes failed to give the answer, even to the experienced eyes of Soares, so McKusick landed on the surface. They found the sea was black with bait—"almost a solid mass," McKusick said, "a fathom to two fathoms deep, a quarter of a mile long and 10 to 200 feet in width."

This particular problem points up the urgent need of experienced aerial observers. It is always possible, of course, for a trained member of the crew to accompany the pilot, but better efficiency probably will result from the plans of rotund Kenny Friedkin, who runs a flying school and acts as a plane distributor and non-scheduled airline operator at Lindbergh Field, in San Diego. An old hand, himself, with the heavier planes, such as the *Catalina*, *PBM* and the *Coronado*, Friedkin has taken note of the tuna fleet situation and come up with a plan to train pilots especially for work with clippers. "There's no pilot shortage in San Diego," Friedkin points out. "We've got as many former Navy pilots here as any place in the country, and many of them would like to get into this kind of work. And with the increasing popularity of planes working in conjunction with tuna clippers there's no doubt, in my mind, that there will be a great increase of ships so equipped.

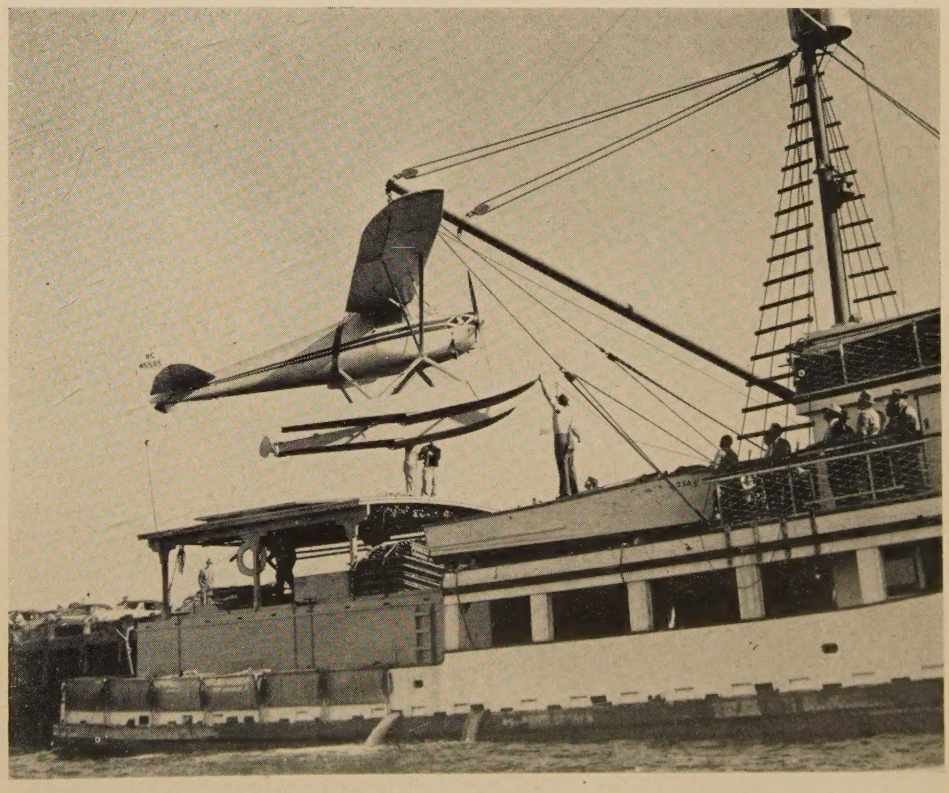
"And that, in turn, brings a problem of pilot supply. We plan to solve that with a special check-out course, designed to provide the instruction necessary to make these pilots an asset to the clipper.

"Ship life shouldn't be too strange to these men. Many of the former Navy pilots had duty aboard carriers and tenders in the war, and they're familiar with sea-going life.

"But not many of them have had experience with taking off and landing in the sea with these light float planes—and, believe me, there's a lot of difference between landing a *Luscombe* and landing a PBY or PBM. We've had some reports that indicate pilots have not been getting full efficiency from the plane on take-offs.

"For example, we specify a special prop on *Luscombes* intended for the fleet. These props are designed for faster take-offs, and in test flights our people have been able to get off the water in about 12 seconds. But we've had some tuna people question that time. We checked into some of the stories and learned that some of the pilots, at sea, are pouring the coal on right at the very start. That makes for slower take-offs. It's faster and better to get up

(*Continued on Page 25*)



Procedure

A winch and boom-gear manage the loading and unloading of this Luscombe seaplane, which was used to seek out schools of fish for the ill-fated *Liberator*, lost recently near the Costa Rican coast.

STATE OF THE INDUSTRY

Flash And Fire:

The battle, if anything, grew hotter. Commercial fishermen, hitherto unaware, or, more reasonably, too busy to concern themselves, began showing interest in the Government's Reciprocal Trade Agreement, which the bulk of the industry claimed, among other things, was set up so American fishing interests could not compete with foreign imports. Letters of complaint arrived in Washington during the past thirty days with increasing frequency and insistance. But all had the same tone: Something must be done to remedy an accelerated flow of foreign fisheries products into the United States, at a market price far below what the Americans could match. Most of the industry, it developed, wanted the State Department to put foreigners on a quota system; a higher tariff would not do the job, as the foreigners would only further lower their prices. The heaviest barrage to hit the Nation's Capitol was launched by Sun Harbor Packing Company, and the American Tunaboat Association, both of San Diego, California. It came in the form of a petition in brief form, and covered two suggestions dealing with import and tariff quotas. It was submitted to the Senate Finance Committee, which was holding hearings on a bill to amend the Trade Agreements Extension Act of 1948, and was drafted by attorneys of both organizations. The first could be put across by Truman; the second by the Congress.

"Share-The-Market":

What the President should do, according to the brief, was inaugurate a "percentage quota," limiting foreign tuna imports. This "share-the-market" plan would permit foreign production to ship in a specified percentage of fish for United States consumption; five per cent might be reasonable. The average yearly consumption figure would take its cue from the domestic sales over a number of years; the entire domestic sale above the percentage permitted foreigners would be enjoyed by the Americans. The brief had punch: "Both domestic and foreign producers would be assured some market, while greater benefits for their industries would depend on the efforts of both to increase the aggregate market. In the case of tuna, it should provide some impetus to foreign producers to develop the market for canned tuna at home, instead of depending on what is presently almost an exclusively American taste for this food." The "percentage quota" for imports was actually a "sliding" quota, the brief said, added: "It appears the President could use this method if he found it desirable" to regulate import quotas under his executive powers.

Legislation Wanted:

Regarding the second suggestion, which called for a new idea in tariff quotas, the brief called for legislative intervention from the Congress, and claimed: "The tariff quota system would involve taking an average of imports over a period of years, possibly three to five, and permitting exports to come in up to the average figures at a moderate (tariff) duty. All imports above that average, however, would be assessed at a duty which would reflect as exactly as possible the difference in production costs here and abroad."

Results:

Collectively, the pressure brought what most of the industry saw as a step in the right direction. Touched off by hearings February 15 and 16, during which a 110-man delegation of fisheries executives and labor leaders complained of the import system to the Congress and State Department, a resolution took form and, on March 11, was introduced to the Secretary of State. It was honest, intelligently-worded and comprehensive. Constructed by Congressman Clark W. Thompson (Texas), Chairman of the Fisheries and Wildlife Conservation Subcommittee of the House Committee on Merchant Marine and Fisheries, the resolution pointed up all phases relative to the picture, and resolved: "That the Secretary of State be, and hereby is, requested to cause an immediate study to be made of the effect on the domestic fishing industry of increasing imports of fresh and frozen fish, especially in coordination with appropriate executive departments and independent agencies of the Government to recommend the means by which the United States fishing industry may survive and be saved harmless against the inroads of foreign-caught and foreign-processed fish; and that, because of the urgency of the situation, he be requested to make his report and recommendation to the House of Representatives not later than May 15, 1949."

KNOX TO THE RESCUE

"Keep It Stabilized":

San Diego, California's, bouncy little Mayor, Harley G. Knox, trotted up to the microphone of a local radio station and let loose on the subject of fishing industry stabilization. "We," he told his ether audience firmly, "will throw our entire efforts back of the tuna industry to keep it stabilized here." His words, while brave enough, had a hollow ring. Whether the city liked it or not, its fishing industry was restless; not much was being done to keep the canners and fishermen contented with facilities currently provided by the

Leader in the Fight

Manuel Rosa, President, American Tunaboat Association. ATA co-authored the brief.

Mayor Harley G. Knox of San Diego, California " . . . keep it stabilized."

town. Earlier, hardboiled Earl Neilsen of San Diego's High Seas Tuna Packing had blown off the lid. Knox's talk took place on St. Patrick's Day; was part of the ceremonies conducted by the pious San Diego Journal newspaper on its fifth birthday. On March 4, Neilsen appeared before the Harbor Commission and threw down a singularly blunt gauntlet. San Diego, it appeared, would get no new fish canneries, and it could easily lose some of its old ones, if the community didn't make it better for the industry soon. More, boat taxes and tideland rentals were higher in the Border City than anywhere else, and labor conditions weren't good. The industry, further, had reached a period of uncertainty; a situation that had followed boom years during which "the bankers would give us their shirts." Packers, as the result, were giving concrete thought to the advisability of playing ball exclusively with some cities along the Gulf Coast. This logic was easy to digest, in more ways than one. The boost in freight rates, for one thing, had increased shipment cost of packed tuna to heavy Eastern consumer centers; for another, plants operating on the Gulf Coast would be closer to both tuna banks *and* better markets. Then, to clinch his argument, Neilsen got on the subject of cheaper labor in other localities, and wound up by pointing out the danger involved in recently announced plans for a new packing plant at Houston, Texas.

Invasion:

Neilson's dissertation could have had *the* awakening effect. Certainly a knowledge that Houston, self-styled "Chicago of the South," was in line to receive a $600,000 tuna packing plant to serve a $1,000,000 tuna fleet, now operating in Costa Rican waters, was something for official San Diego to worry about. Tuna banks of Pacific waters, with exception of an occasional probe by Northwesterners, long had been considered the property of Los Angeles and San Diego fishermen. But the picture had changed, and, ominously enough, almost overnight: The backers of the Houston enterprise, for instance, were padded with long green. They were C. W. Edwards of Houston, and William Helis, Jr., of New Orleans, (son of the oil millionaire and horse lover), and their plans were anything but small-scale. They would call their plant Oceanic Food Company; it already was incorporated under Honduras laws; it would operate for the first five years ("to see how we do"), on a more or less trial basis. Pending completion of their plant, fish tonnage brought in by the Edwards-Helis fleet would be processed by San Diego Packing Company, and, with any luck at all, would be considerable. The fleet itself was composed of a 229-foot converted LST ("mother ship"), capable of holding 1,750 tons of tuna; and three purse seiners, each 100 feet long, and set up to carry 100 tons of tuna in refrigerated compartments. The larger vessel called for a crew of 35; the others for 12 men each. The seines were rigged from the sterns and reached half a mile aft, and 250 feet below the surface of the ocean. A capacity catch would amount to about $600,000, and the ramifications, as they affected San Diego canners, were obvious: With Houston's cheaper labor and cheaper production, the plant once it got under full steam, could put the Edwards-Helis combination in competition on a basis that couldn't, for long, be locally fought. Houston boosters, moreover, were not entirely addle-pated; once the plant got rolling they would launch a campaign to lure San Diego's fishermen and canners to their web. It could be done with a minimum of effort: Competition provided by Edwards and Helis would take care of that, and, if somehow this failed, the city of New Orleans was a next threat. New Orleans, as a matter of fact, was offering free sites and free taxes to any local cannery that wanted to come down and set up shop.

Retaliation:

To beat this impending rap, Knox had a plan. He would enlist the aid of Rep. Clinton D. McKinnon of San Diego, and Senators Sheridan Downey and William Knowland. But when it came to details, he had no comment to make, and some observers expressed doubt that drowsy little San Diego actually was enough interested to wage an all-out fight for its fishing industry. The same observers thought, however, that it had better. The city had six canneries located on tidelands; they represented $4,196,000; they paid out salaries last year totaling about $7,700,000. The fishing fleet, considering all type of boat, approximates 450 vessels; the pack taken from this fleet brought San Diego, (which likes to call itself the "Tuna Capital of the World"), around $65,000,000 in 1948, of which more than 4,000 workers got a cut.

DARKNESS AND LIGHT

Testimony And Whoop-de-do:

In Washington, D.C., the United States Department of the Interior, which has seen rapid territorial changes occur during the past century, celebrated its first 100 years of travail and triumph from five to seven o'clock p. m. on March 3. Heading up the katzenjammer was Secretary Julius Krug, who received guests in company with Under Secretary Oscar Chapman, Assistant Secretary William Warner, and numerous of the Department's hired hands. All bureaus joined in putting on acts to mark the occasion; for instance, A. M. Day, Director of FWS, Assistant Director M. C. James, and Commercial Division Chief Andy Anderson personally gave the lowdown on the Nation's fish and wildlife programs. Another feature was the appearance of a group of Indian girls, dressed in native costumes. But not all was sweetness and light. Senator Sheridan Downey (D-Cal.), chose the day to demand that Krug and Reclamation Commissioner Michael Straus be barred from Federal office because of "loose, inaccurate and dishonest" testimony before a Senate committee. Downey apparently referred to the Krug-Straus testimony before a Senate Appropriations Subcommittee on the deficiency appropriations bill last month.

UP THE LADDER

Efficiency, Ability:

Appointment of Henry Z. Carter, as General Manager of Avondale Marine Ways, Inc., was announced by James H. Bull, President of the large New Orleans shipyard. Carter, a native of Alabama, held a B.S. Degree and Masters Degree in Mathematics from the University of Alabama; was a graduate of Georgetown University Law School of Washington, D. C. He was a member of the District and Federal Bars; had long been associated in the Marine Field,

(*Continued on page 14*)

OPINION

The Kask Version

A Noted Biologist Throws New Light on Old Problem: Exploitation of Pacific Fisheries

(Here is an address given by Dr. J. L. Kask, Chief Biologist, Fisheries Division, Food and Agriculture Organization of the United Nations at a symposium on economic and power resources of the Pacific Area, Division of Social Sciences, Seventh Pacific Science Congress, held in Auckland and Christchurch, New Zealand, recently. Dr. Kask's thoughts on the subject below are interesting, to say the least.)

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THE Pacific Ocean comprises between one-third and one-half of the total area of the earth and considerably more than one-half of the total ocean area. Yet, according to the best statistics that we have, it yields less than one-half of the twenty million metric tons or so of fish that are taken annually from all oceans. It is the purpose of this study to point out that this great ocean can contribute much more toward helping to feed the greater part of the world's people who live on its shores than is being harvested from it at present, and that there are some indications that both the people and their governments are becoming increasingly aware of this fact.

It should be emphasized however that fish catch statistics are by no means complete. Some countries, where much fishing is done, do not keep statistics at all, others make only a token attempt at doing so. The statistics of even the most advanced countries often leave much to be desired. There remains no way of evaluating fish catches in many instances except by the guesses made by trained observers. When comparison of catches are made in the following paragraphs, these facts should be borne in mind.

It might be well to point out at the beginning too that for convenience the present discussion is limited to ocean fisheries. The contribution made by the pond and estuarine culture of fish and freshwaters in general and their future possibilities under scientific expansion and management are well appreciated. Early man was much more dependent on fish for food than he was after he learned how to farm. When he did learn how to farm he largely stopped fishing. Farming was easier and not so dangerous and the farmer could stay at home with his family while the fisherman was fighting storms at sea. Man continued to fish only in places where the land was too poor to farm, or where there was little land too many people. It is not by accident that countries with rigorous climates and very limited land such as Norway, Newfoundland and Iceland, and barren territories like Alaska and Siberia, and densely populated island countries like England and Japan are the principal fish producing areas of the world. Whenever man was given a choice between fishing and farming he usually chose to farm.

When rigorous climate and poor land did drive man to fish he always fished as close to shore as he could. He did this mainly because it was near his home but also because here the water was relatively shallow, and whatever fish there were had to be somewhere between the surface and the shallow bottom. It was no great trick to find ways of catching fish when you knew where they

Kask
Plenty of fish?

were. Baited hooks, encircling and tangling nets and bottom trawls captured them in sufficient numbers.

SO long as there were few fishermen and only hand and sail propelled vessels, there was always plenty of fish for everyone, and the idea was conceived and became quite general that fish stocks in the sea were inexhaustible. But fishing followed the pattern of other activities during the technical revolution, vessels and gear took on speed and power and size, and like the people who operated them increased incredibly in numbers. The nearby and older fishing grounds could not withstand this heavy mechanized fishing and the fish of marketable size decreased. Vessels had to go farther and farther for their catches. Now, some vessels travel two to three thousand miles and beyond. All this development, at least the effective development, has taken place during the last fifty years.

But even when fishermen with their boats went to new banks hundreds and thousands of miles away, they still operated in the shallow water areas adjacent to land, because here they knew how and where to look for fish and how to catch them. These shallow water areas of the ocean, including the adjacent seas are quite limited in extent compared with the deep water areas. In the Pacific between five and six percent of the total area is less than 200 meters in depth and not quite nine percent is less than 1,000 meters. But even with fast vessels and improved gear, all the shallow water areas of this great ocean are not effectively fished.

About 95 percent of all fish caught in the Pacific are taken north of the equator, but even in this heavily fished hemisphere there are extensive shallow water areas that are not fully exploited as in the Bering and Okhotsk seas and there are many good edible species that are not fully utilized. Such keen observers of North American fisheries are W. M. Chapman and R. S. Croker wrote as late as 1942 on the latent or not fully utilized fisheries on fishing grounds from Alaska to the West Coast of Mexico. They stated that there were many species of fish and shellfish that were not fully exploited, and this is one of the heaviest fished areas in the world and one fished by the most modern equipment known to man. The fisheries off the coast of South East Asia are fished principally by primitive craft and gear. It is conceivable that the catch here could be appreciably increased by the introduction of modern fishing equipment especially ni the more remote grounds.

SOUTH of the equator the shallow water areas are only fished in spots. It is true that the continental shelf area here is not as great as north of the equator but there certainly is more than to account for only five percent of the Pacific catch. The coasts of New Zealand and Australia are effectively fished in parts, but the long west coast of South

America is only slightly fished and the Antarctic extension of the Pacific, whose rich waters fatten up tens of thousands of whales each year, is not fished at all.

It is certainly safe to say that if all the shallow water areas of the Pacific were effectively fished they would yield much more fish for food than is presently the case, and if this fishing were wisely done with due regard to nature's laws, this food resource could be harvested forever. But the shallow water areas account for only five or six percent of the whole Pacific Ocean area. Is the remainder of this great and deep body barren or can it be counted on to contribute its share to man's needs? There are some indications that it might contribute more than was ever dreamed. Until very recent times man's implements for ocean exploration have been so primitive and the ocean areas are so vast and the depths so great that little factual information has been collected regarding its resources. Much of what might be expected from the high seas and the ocean depths remains in the realm of speculation. But some features are speculation no longer.

For instance it is no longer speculation that the high seas tuna fishery based in Southern California caught enough of this species in 1948 to fill nearly six million cases of cans, or that this catch represented the greatest cash crop of fish taken out of any ocean. And the tuna fishery is a very new fishery. Only slightly more in the realm of speculation than the tuna catch itself is that the tuna found on the high seas should feed on other fish that must be present, even though their numbers and kinds are imperfectly known. It is fair to assume that if there are many tuna there are many forage fish as well.

The case of the salmon is not speculation either. Each year from California to Bering Sea and from Bering Sea to Japan, millions of salmon fry descend from coastal streams to spend from two to four years feeding and growing in the ocean. During this period of their lives their exact whereabouts are not known. If it were not for the peculiar habit that salmon have of coming from the oceans to deposit their eggs in fresh water streams and lakes, their existence in the ocean in such enormous numbers would never be known. The fact that such fish as salmon existed, would probably only be known from occasional accidental catches made in the depths of the sea and preserved in scientists bottles.

Japan was before the war, and she still is, the greatest fishing nation on earth. Before the war Japanese fishing boats could be seen fishing in every

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Terminal Tidings

By MERLE B. PARKE

ACCORDING to all the reports reaching Los Angeles from the *Velero IV*, the University of Southern California's exploration vessel, which has been working up in the Gulf of Lower California on a survey covering marine life and water temperatures, they have found virtually no marine life whatsoever on the bottom. Dredging and dragging methods have resulted in poor findings of various types of fish known to exist in the area until recently. Clams and oysters are very noticable by their absence and the native and commercial fishermen have moved to other areas more productive.

ALMOST the whole area surveyed was found to have a deep layer of silt covering the bottom in place of a sandy bottom. It is not known as yet whether this silt has come from the Colorado River as it empties into the Gulf or has been carried in from the Pacific by new and unknown currents. But it is known definitely that the bottom fish have moved out of the upper end of the Gulf, because of the absence of feed. Among many types of fish taken in the dragging gear was one tadpole like fish, which uses its fins as feet and walks along the bottom. The *Velero* should have a large variety of unusual fish upon returning to San Pedro upon completion of the present trip.

ANOTHER vessel which has been on more or less of a survey and fish finding trip is the clipper *Calistar*, a 104 foot bait boat which has just returned from a sixty day trip out in the Pacific in the Palmyra group of islands. The trip, sponsored by the Terminal Island Seafoods cannery, and with a guarantee for crew shares, produced sixty tons of very fine one and two pole tuna. The crew reported pretty fair schools of fish were encountered and the big headache was as always, the bait problem. The scarcity of bait in the islands has been the big factor in not developing the middle Pacific tuna grounds. According to Pete Petersen, the *Calistar's* navigator, the trip could have produced a lot larger tonnage if it had been made a couple months later as this seemed to be the off part of the season. Water temperatures were as high as 85 degrees and for a 100 footer it was a pretty rough trip, and the boys are glad to be heading south again this next trip. Reports also showed it was generally always too rough to try seining the fish without running into a lot of trouble when the net was in the water.

ALONG Cannery Row this month comes the news that the albacore boys are going to be unloading their catches dockside this season if the action of Van Camps is any indication. They have notified Arno Bros. in Avalon that they would not be buying albacore for Van Camps this season and just to prove they were not joking all the tenders have been put on the market for sale, with the seiner *Linde* already sold and the *Robin, Priscilla* and *Ohio 3* undergoing spring painting prior to selling. The buying barges are still on their moorings with no decision as yet to what service they will be put, if any. French Sardine Co. has been overhauling their tenders the *Conte Di Savoia, California 2* and *Little Perina* and as yet have not stated any definite plans to buy fish at sea.

LONG BEACH (California) Marine Repair Company, which does business where the Hodgson-Greene-Halderman Shipyard used to be during wartime, snapped up a lease offered by the United Concrete Pipe Corporation Shipyard (North side of Channel 1), and merged, in the interest of expansion, the two companies. Among the innovations touched off, following the merger, was the hauling of two purse seiners —the 86-foot *Cavalieri* and 76-foot *Sheryl*—on the same railway in the formed United yard. Members of the estimible Los Angeles press labeled Long Beach Marine Repair a "young and vigorous shipbuilding and repair firm," which some parties saw as something of an understatement. The organization, as a matter of fact, had exploded with activity since its inception early in 1947, under the leadership of Dave Maxwell, (President), George A. Robinson, (Vice-President), and Frank Mansuy, (Secretary-Treasurer). The merger, an expansion move, would give the Long Beach area the last thing in shipbuilding.

GOLDEN BEA

California State Joins Its Fishing Indus

(The State of California apparently is more than a little interested in keeping its sardine industry alive, and, with this in mind, has gone all out to discover the reason for the odd disappearance of the fish. Here's the latest.)

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By STUART ALTON
Marine Press Staff Writer

CALIFORNIA'S legislature which, only this last year, emerged from what some fishermen have termed a condition bordering chronic insomnia, last month saw its $800,000 appropriation to the Scripps Institution, San Diego, touch off the greatest organized fishing trip in history, with the slippery Pacific Coast sardine the quarry. Sparked additionally by a $200,000 special tax lifted from the pocket books of the State's sardine processors, a small, though formidably equipped fleet of ships, almost 100 investigators, and three governmental agencies are fishing for facts dealing with the decline of sardine populations in Oregon, California, and Mexican waters. Basically, there are two questions to which the scientificos want an answer. First, is there a chance of recovery for sardine fishing which has, for the past three years, hit the skids? Second, is there any way to predict seasons and long-range trends? If there is an answer to the mystery, the expedition should unravel it. Certainly it is loaded, so to speak, for bear.

Leading off the two-year survey, as an example, is the highly efficient Bureau of Marine Fisheries, California Division of Fish and Game, and, toting its complement of curious gentlemen to sea, is the 100-foot research vessel, *N. B. Scofield*. The crew, even now, is deep in a series of offshore investigations. Second in the fleet's string is the *Crest*, a 120-footer belonging to the Scripps Institute of Oceanography. Third is the *Black Douglas* of the U. S. Fish and Wildlife Service. The latter is being operated by the other two parties to the three-way research program, however, the fleet's current strength marks the mere beginning. Eventually, other craft, as the need arises, will be pressed into service to form a sort of coordinated ocean curry combing, which will involve probings so distant as 500 miles offshore in Pacific waters from the Columbia River in Oregon to Cedros Island, Mexico.

Complete success of the venture would represent, to put it with very little exaggeration, the most sensational development yet to occur in the fishing industry overall. Among other things, it would enable science to predict, with a minimum of discrepancy, the entire sardine population for perhaps a year in advance. Further, the sardine, which is both the bait and food for larger fish, would, if its where abouts and numbers were known, provide the balance wheel that fishermen seek in pulling in bigger catches of denizens like, say, tuna, without haphazardly running all over the ocean in their quest for schools. The amount of benefit this knowledge would represent to sardine canners and processors, of course, is too obvious for mention.

IN order that no stone may be left unturned, the expedition has started from scratch. Its initial move, in fact, involves nothing more than the routine collection of water samples over a 400-mile radius. Fundamentally, there are two reasons for this. One, the scientists want to know what aids or deters the baby sardine in its battle to stay alive; two, what's the dope behind the fish's assumed habits of migration? The answer to these questions, quite naturally, involves untieing the Gordian Knot peculiar to several others. What, for instance, causes the totally un-predictable fluctuation in sardine catches? Why, moreover, are sardine larvae often thick in various Pacific Northwest inlets, and, at other times, conspicuously absent? Do the huge catches of several years ago have any bearing on the decline of the sardine population? This information is what the expedition is after, and the magnitude of the task facing the expedition may be realized by the fact that its scientists have determined to study, inch by inch, the entire life cycle of the succulent little fish, and to investigate, minutely, its environment from birth to death. In this, of course, the scientists have gone in armed, at least to some extent. Here is a cross section of what they know. For one thing:

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Researchers

Dr. Carl Tendick, Chief of Fisheries Marketing Service (left), Dr. Carl L. Hubbs, Scripps Institute of Oceanology, and O. B. Sette, Director Oceanic Research, U. S. Fish and Wildlife Service.

O THE RESCUE

History's Biggest Hunt for the Sardine

Plankton microscopic plants and other sea water animals constitute the sardine larvae's food, and that their existence is dependent on the water's control of various phosphates and nitrates. These chemicals are forced to the surface by the upswelling of cold water along the West and Northwest Coasts, after they have disintegrated at various ocean depths by virtue of plant and animal decay. Oceanographers claim this action could affect the survival, and hence the numbers, of the sardine.

For another, science knows that the fish's spawning habits has plenty to do with its survival. The female sardine, from a prolific standpoint, is an egg producer de luxe. She will lay about 100,000 during her period of fecundity, and, if only one of the eggs escapes to become a mature sardine, the total population, obviously, will stay level. Considering the fact that the sardine haul has dropped to such an alarming extent since 1945, it is quite apparent that something pretty sinister has been happening to the other 99,999 eggs per sardine since that date. Cause of this phenomena, of course, has not yet been determined, however, many scientists theorize that, around three years ago, the female sardine made the mistake of laying her eggs in swift ocean currents, and, as the result, millions of eggs were swept to sea and destroyed. Moreover:

Science knows that water temperatures have a tremendous bearing on the sardine's spawning and hatching habits. For instance, the fish spawn in the coastal area between Point Conception and San Diego, California, between January and May, and studies have disclosed the eggs and larvae to have been found preponderantly in waters ranging between 51 and 61 degrees Fahrenheit.

THE reason behind collection of water samples, therefore, becomes obvious. The water is to be sampled to determine egg content, larvae, nitrate and phosphates, and plankton; temperatures from various areas and depths will be carefully logged, and, overall, a minute canvass of a mass of oceanic animal matter will be studied, catalogued, and applied, wherever feasible to the existence of the sardine. The labor involved, it is needless to report, will take thousands of study hours, both in the collection and the actual slide-ruling. The expedition, of course, will be aided by all manner of high-octane equipment.

One of the newest gadgets it will use to collect specimens is a high speed silk net that carries an attachment resembling an inverted kite. The "kite," is designed to keep the net at a proper depth. The net is towed through the water at about 10 knots, and, through its one-square-inch "mouth," it takes in the plankton and larvae, et al. Later, the researchers plan to utilize a balloon otter trawl for the same purpose, and for estimating the area population of the sardine in various stages of its development. All water samples will be obtained by use of Nanssen bottles, and instruments, placed on the vessels in strategic positions, will keep a running log of water temperatures.

Sonar, of course, will be pressed into the investigation, although whether or not the device will work out with sardines as it does with larger fish is an unanswered question as yet. According to Dr. Roger Revelle, Associate Director, Scripps Institute of Oceanography, this device could result in the quickest payoff yet to the sardine phase of the commercial fishing industry. The expedition, when it gets around to exploring sonar possibilities, will place the units in the bows of its ships to "see" and "hear" the sardine schools. Sonar originally was developed by the American and British navies to locate enemy submarines. Its worth lies in a supersonic vibration, which is propelled through the water, picks up an object, and sends back an echo. Its value to the expedition, however, will depend on whether or not science can learn what a "sardine signal" sounds like. It will be possible, if the units prove out, to steam at full speed through the briny, and search an area 2000 yards wide. Current methods of locating sardine is by spotting a school's phosphorescent glow on the surface of the ocean on a moonless night. The actual commercial catch of sardine would not be the only part of the game to be affected by sonar, however. Seekers of bait also would find the device of inestimable value. Taking experiment for experiment, the Golden Bear and its commercial fishing industry could come up this year, then, with some top-flight revolutionary developments. Enthusiasm, among members of the expedition, is, of course, high.

Fact-Finder

Dr. Francis Clark of California Fish and Game Commission, Terminal Island, California.

"THIS is the most ambitious research into basic information of the fishing industry ever undertaken in this country," Revelle says. For years the University of California has been contributing to the knowledge of agriculture, with the result that this is one of the richest agriculturist states in the Union. The University has not contributed greatly to the fishing industry because, until recently, not enough has been known about Oceanography.

"Now we think we know enough to make a contribution. If we can succeed, we shall be helping not only the sardine packers and fishermen, but the state's economy as a whole. More than that, we may be able to help relieve the worldwide need for better nutrition. The sea offers the greatest reservoir of protein foods."

The Scripps Institution, in conjunction with the two other interested agencies, California Division of Fish and Game, and the U. S. Fish and Wildlife Service, will spend about $500,000 a year on the expedition. Scripps' draw on the moneys will approximate about $400,000 a year. Sparking the program is California's nine-man Marine Research Committee, which was appointed by Governor Warren. Julian G. Burnette, San Francisco sardine processor, heads the Committee, which includes E. L. Macaulay, Executive Officer of the Division of Fish and Game, and William J. Silva, President of the Fish and Game Commission.

Inception of the expedition caught

(*Continued on page 30*)

(*Continued from Page 9*)

having served many years with the Federal Government and the U. S. Maritime Commission in the capacity of General Auditor, in charge of construction audits throughout the United States. It was while in this capacity that Avondale secured his services approximately two years ago as comptroller. The promotion was effective March 1. Meanwhile, Hettie M. Dawes (Miss) was appointed comptroller of Avondale Marine Ways, Inc. to succeed Carter. Miss Dawes was a graduate of North State Texas Teachers College and held a degree of Bachelor of Arts. She first joined Avondale in August 1942 as an assistant bookkeeper, and had risen to the position of Chief Accountant, now holding one of the top executive positions in the firm. She thus became one of the few women in the country to hold a responsible position in a large industrial plant of this type. The occasion marked the beginning of the eleventh successful year of Avondale Marine Ways, Inc.

SHARKS AND SPANKS

Soupfin Controversy:

In Sacramento, California, early in the month, Speaker of the Assembly, Sam Collins, splashed into the dispute resulting from a bill passed by the California Legislators last January, concerning the mating habits of the Soup Fin Shark. The words of the Speaker from Fullerton, California, were, "If they arbitrarily tell us to go to hell, they're going to get spanked." Collins was referring to a report enroute from the State Fish and Game Commission showing the futility of the Assembly's plan to interfere with the mating problems of the Soup Fin family. Two months ago, a bill introduced by Assemblyman Thomas of San Pedro, was passed by the Legislators. It ordered the Commission to capture large numbers of male Soup Fins in Northern California waters and transport them to the south where the females reside. In replying to the Assembly directive, E. L. Macaulay, the Commission executive officer stated in his report, rather explosive information causing the whole plan of meddling with the love life of the Soup Fin Shark to appear utterly ridiculous. The fact that there are only 150 shark fishermen out of 13,000 commercial fishermen in the state would make the cost of such an operation prohibitive even if it could be accomplished. Also, the two research vessels of the Commission; *M. V. Yellowfin* and *N. B. Scofield* both had schedules, completed in January consisting of work on the expanded sardine plan.

To Each His Own:

An experiment in the transportation of the Soup Fins had been conducted in the past, by Drs. Chapman and Kask of the Steinhart aquarium and the Bureau of Marine Fisheries. They attempted to transport small Soup Fins from Santa Barbara to the San Francisco Aquarium with no success. The fish all died in spite of their small size. It had also been found that the sharks almost invariably kill themselves when taken in the net. Beyond the doubt as to whether any of the fish would survive the ordeal of being caught and transported to the south, it must also be considered that the Soup Fin like other fish has normal habits dependant upon sexual maturity, food, temperature, currents and oceanographic conditions. It did not occur to the gentlemen in Sacramento that 98% of the females taken in Southern waters, were pregnant anyway because their period of gestation is one complete year. Each spring, the females went north and the males proceeded south to rendezvous off the coast of Central California for their annual mating season, after which they would swim happily back to their own environs until next year. It had been going on that way for something like a million years, and as Mr. Macaulay said in his report to Collins, "There is no reason to believe the Soup Fin Shark would react favorably to this forced connubiality."

Cabinet Officer and Businessmen

Secretary of Interior Julius Krug, (extreme right) confers with Harold Cary, Manager, American Tunaboat Association, (left), and Anthony Madruga. Cary and Madruga are San Diego, Californians, then photo was taken when Krug visited Southern California last year.

BREAKFAST ON HIGH

No Second Cup:

Pan-American World Airways, wise to the ever-hungry, ever-thirsty press, decided to show off its luxury ship, the double-decked *Clipper America*, with a flight breakfast for reporters and selected guests in San Diego, California, March 19. After the invited were accounted for, the glittering sky palace swept upward, and proceedings began. But the chef was put to very little trouble. The flight, which lasted one and one-half hour, was over before the visitors had completed their inspection tour. In the words of Oscar deBeck, publisher, Pan-American Fisherman magazine: "The thing was so big that I wound up on the upper deck with only a glass of orange juice, and before I could get squared away the flight was over. Some of us might have got a cup of coffee, but only a few." The ship was the first to be designed with a club lounge; it seated 14 passengers. Both decks were air-conditioned and altitude-conditioned (the cabin air, as a matter of fact, was changed every 90 minutes). Included also in the plane's make-up were 18 large berths, nine of which were doubles; and new-type, specially-designed lounge chairs. Officials said a fleet of the great skyliners soon would be available for flights between California and Hawaii. Earl Neilsen and Mrs. Neilson (High Seas Tuna Packing Company), were among the guests.

WAR?

Lent Was The Barometer:

Canned tuna was not moving off the grocery store shelves of Eastern markets

like it should, and two weeks ago, tall, wiry Jack Crivello, President, Sun Harbor Packing Company, San Diego, California, made no bones about what his organization intended to do about it: No guarantee in the prevailing price of Yellowfin tuna would be made to fishermen by Sun Harbor after March 21. "We believe," he told reporters, "the reason is that the price structure of tuna is not comparable to that of other foods. If a fish product does not move off retail shelves during Lent, its price apparently is too high." Currently, he added, wholesale buyers would buy tuna from canners only if they were guaranteed that the packer would stand the loss in any price decline. But he would give the fishermen a fair break. Those who had left for tuna banks prior to March 21, would be guaranteed by Sun Harbor the present price of $340 a ton, no matter when they got back to port.

Another Strike?

Whether or not the move presaged a second tuna price war for Southern California's fishing industry was an undecided question. Informed sources saw it unlikely; no other cannery had, as yet, decided to follow Crivello. There was, of course, a possibility. Sun Harbor had taken the lead in a similar attempt to break the guaranteed price last year, a move which exploded a three-month tie-up of boats in San Diego that lasted until February 1, 1949, when packers agreed to the present tonnage price and fishermen went back to work. But the entire industry was preponderently in accord with the basic economics involved: The canner could not pay a price to fishermen that allowed him a skinny margin of profit, or no margin at all, and the answer to the dilemma seemed to lay in allowing the price for raw tuna to fluctuate with market conditions.

PRODIGAL'S RETURN

Brighter Prospects:

Monterey, California, once the largest fishing port in the United States, fluttered with new spirit. Had the sardine, which had, during the past three years, practically abandoned Monterey waters, returned in some force? Some fisheries experts thought so. The 1947-48 season had been the worst in 28 years, but 1948-49 had conjured a different scene; the season wound up with a catch of about 41,000 tons. This represented an increase of around 200 per cent over the previous season, and amounted to approximately 700,000 cases of packed sardine. More, the increase had come in the face of a voluntary measure limiting hauls of fish to eight inches, and a fishing season cut by one month. The slogan of the day was "back to work."

Solid Comfort

Pan-American Airways Hostess, Mary Scott, explains features of new Pan-American *Clipper America* to Publisher Oscar deBeck, (right), and Mr. and Mrs. Earl Neilsen, (High Seas Packing Company).

MEN AND MISHAPS

The Crew Got Home:

Except for a few minor injuries, the crew got home all right. The 115-foot *Liberator*, owned by George and Joseph Soares, while out fishing for Van Camp Seafood Company, was rammed by a steamer soon after dark off the Costa Rican coast, March 11, and had sunk almost instantly. Van Camp's office at Terminal Island, listed the crew (all of San Diego, California) as rescued by the vessel which crashed the *Liberator*: George W. Cowan, skipper; Theodore Pazdryowiez, of 3386 Monroe Ave., engineer; Daniel Currier, of 4383 Coronado Ave., assistant engineer; Maruo M. Ikemura, radio operator; Raymond G. Wiese, of 4245 Fifth Ave., cook, and the following seamen: Albert P. Crawford, of 1626 Cable St.; Robert S. Currier, of 3470 Trumbull St.; Manuel Gonsalves, of 3035 Lowell St.; Anthony Currier, of 3755 Milan St.; Vernon R. Paderewski, of 3721 Leland St.; Vitto Alito, of 3220 Byron St.; Anthony Camarda, of 1555 Columbia St., and Manuel Silva. All lost their personal effects, and 210 tons of fish went down. The crew was returned by air from Costa Rica.

CASH AWARD

Bashed Bee:

On July 29, Fred James Kellerman and three crewmen, all of San Diego, California, were fishing off the Coronado Islands, near the Southern California coastline. Their boat, the *Honey Bee*, a 43-footer, had been sanded, scrubbed and polished like a jewel; hopes for a good haul of fish were high; supplies were up to snuff and it was a nice

(*Continued on page 34*)

Sky Monarch

***Clipper America* in flight.**

. . . The Crofton Diesel

A New American Product With an Old English Background

(A small Diesel engine, suitable for pumps, generators, cement mixers, small road rollers, light plants, etc., has captured the imagination of more than one industrialist of late. It is the Crofton Diesel, and it is being distributed by Crofton Diesel Engine Company of Southern California. Here are its specifications:)

•

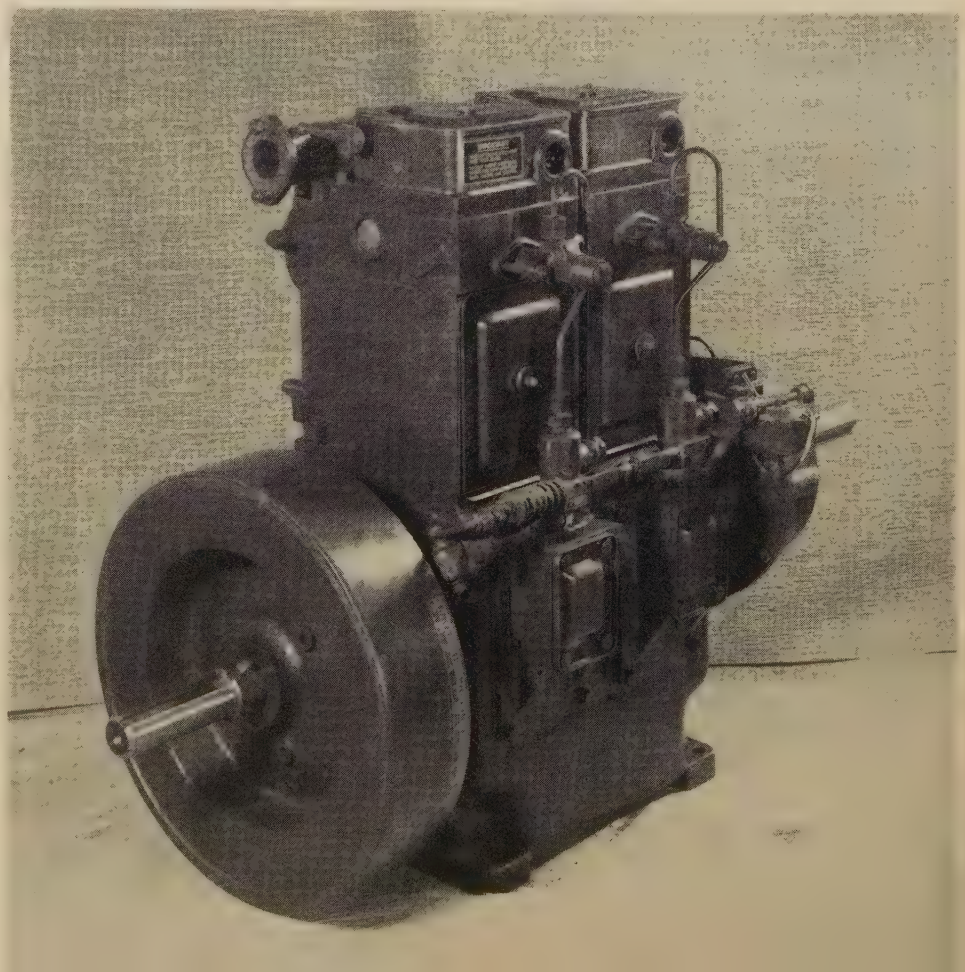
THE Crofton Diesel Engine Company of Southern California is now offering a line of small diesel engines to the industrial markets of the United States including manufacturers of pumps, generators, cement mixers, small road rollers, light plants, plaster mixers, agricultural machinery, small tractors and material handling machinery. Having been engaged in the distribution of small diesel engines for the past fifteen years, the Crofton Diesel Engine Company recently closed a contract whereby the English Petter AV1 and AV1 engines could be offered to the American industry; hence the "Crofton" diesels 5/1 and 10/2. "Manufactured in England and merchandised in the U.S.A. as the new 'Crofton' diesel."

The Crofton firm reports enough parts on hand to assemble the engines in this country, but due to England's mass production setup of the engine, the engines will be shipped into the U.S.A. complete and ready to run, though each one is again placed on an electric dynamometer and given further tests for horsepower ability, fuel economy and smoothness, before the Crofton Company name plate is attached. The engine itself is of interesting design. By utilizing the conventional jerk-type fuel pump and pintle-type nozzle, as well as Ricardo type precombustion chamber, the engine is able to burn commercial diesel fuels which engines of similar size are expected to consume. This, together with a high degree of combustion efficiency, results in a clear exhaust. The engine is offered in a one cylinder, five horsepower, and two cylinder, ten horsepower design, each developing its rated horsepower of five and ten respectively at 1500 revolutions per minute.

An interesting feature of this small diesel is the flexibility of power take-off. Each engine is equipped with a 1½x4 in. crankshaft extension on the flywheel end for either a pulley or hand crank, or both, while the opposite end of the engine is supplied with a similar stub extending from either the crankshaft or cam shaft at user's option, thus allowing either engine or half engine speed take-off on that end. As this stub is a separate piece, it can be made of steel, monel or bronze, depending upon whether it is to be utilized as pulley-shaft, corrosive liquid pump shaft, carrying the impeller of a unit mounted pump, or a salt water stuffing box for a marine application.

THIS same end of the engine with its alternate drive selection is designed so the Crofton Company can supply fluid drive coupling, vee belt pulley, chain sprocket, or most any other kind of drive, at either engine or half-engine speed while still giving consideration to the necessities of hand cranking. Although the Crofton Diesel Engine Company 5/1 and 10/2 models are designed and built to be hand cranked, twelve volt electrical starter and generator kit with Bendix drive to flywheel ring gear is available. Internal design of the engine follows usual practice, inasmuch as the separate cylinder blocks incorporate wet liners and the separate detachable cylinder heads incorporate pressure feed to the rocker arms. The two cylinder engine weighs only 450 lbs. and develops 10 HP at 1500 rpm. The engine is force-feed lubricated with an eccentric strap-driven plunger type lube oil pump that pumps its own lube oil up through the strap and into the hollow crankshaft, while at the same time constantly oscillating the oil intake screen to keep it free from carbon formations.

In order to provide a high degree of interchangeability, the 5/1 and 10/2 engines all use the same heads, blocks, liners, pumps and bearings. As a matter of fact, a two cylinder crankcase casting and crankshaft forging, plus parts from two one-cylinder 5/1 units, plus one extra copper lead connecting top and bottom precision shell to act as center main bearing would make a two cylinder 10/1 out of two 5/1's. Another point of interest is the interchangeability of 10/2 exhaust and intake manifolds that assures the user of the engine of being able to take the exhaust off either end of the engine at will, while keeping the oil bath air intake silencer and cleaner on the opposite end for accessibility. Interesting also is the small over-all size of the 10/2 engine. Utilizing a 15½ in. flywheel, it has a 26 in. over-all length and 28 in. height. The Crofton Company advises it has trained service personnel, and original factory parts now available in New York, New Orleans, Seattle and San Francisco, as well as parts being offered out of San Diego, California, on an immediate delivery basis.



Bibliography and Acknowledgment

THANKS and appreciation for aid in assembling data pertinent to the Newport Beach-Balboa story in this issue, must, of necessity, go to very nearly the entire town. The roster, of course, would take a rather formidable listing, as a great deal of the information was gathered on the street, in homes, in business places, and aboard various sea-going craft. To all involved, the writers are very grateful, however, and, if proper credit for their aid is neglected herewith, it has been due to the shortage of column space, a common plague to periodicals here, there, and everywhere. A number of citizens devoted a very substantial effort in the compilation of the following article. They are M. Gregory Gorby, President and owner of Newport Canning Company; George B. Tillinghast and Walter Longmoor of Western Canners Company, Newport; H. Lagenheim, Manager, Newport Chamber of Commerce; Mayor Dick Drake of Newport; Dr. Bill J. Priest, Co-ordinator of Vocational Education, Orange Coast College, Newport; Assemblyman Earl W. Stanley, and two exceptionally civic-minded citizens, Jesse Dickenson, and Miss Adele Van Fleet. Reference work included probings of Chamber of Commerce files, The *Tourist Industry in Orange County*, Walter Longmoor; *Orange Coast Evening College News*, Orange Coast College; the magazine, *Southern California Beachcomber*; columns of Lee Shippey's *Leeside*, Los Angeles *Times*, and *History of Newport Beach*, H. L. Sherman.

NEWPORT HARBOR

A NEWSPAPER columnist and writer once made the rather lofty observation that little Newport Harbor, which is cradled in an arm of the Pacific ocean about 40 miles Southwest of Los Angeles, California, on Alternate Higrway 101, was a place where the "sea comes in to rest." If that's a fact, then *Mare Nostrum* is virtually the sole element, at least since the war, that is lying down on the job there. The Harbor area, which includes the sprawling communities of Balboa and Corona Del Mar, today resembles, in its scrappy scrabbling for increased commercial prominence, a nest of hornets on the prod for Mastodons, which is to say that, despite the high-flying, money-loaded sales pitches of Metropolitan centers such as Miami Beach, Florida, Los Angeles and San Diego, California, the average Newport booster looks upon them with about the same degree of credulity that he would accord a run-of-the-mill fish story. To him, the proof of the pudding, as is the case at all times and everywhere, is in the eating. Even though his community is sandwiched by the latter two big centers, with their equally heart-warming climates and incomparable industrial faciilties, he *knows*, both heatedly and

(*Upper picture*)
Mode d' espanol
Newport Harbor High School

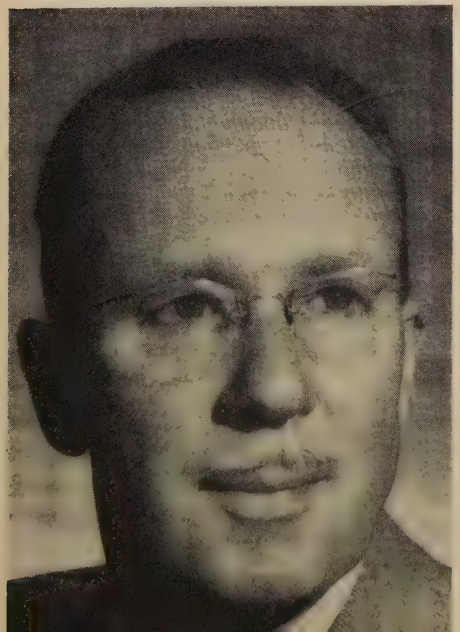
(*Lower picture*)
Sportsman
Newport sailor inspects his gear.

indignantly, that his community is destined to blossom *all* over Hell's Half-Acre, and soon. More, he can prove, and will do so on the slightest provocation, that most of the permanent new crop of homo sapien, of late, has been lured to his lares and penates from the very cities which have been shooting off their mouths. Yet more, it won't be long before the entire nation gets wise, and that, of course, will be the day when Newport Beach comes into its *own*. But he can seldom agree on how the blossoming should be done. The area, in point of fact, today is bucking under a paradox which, while not particularly uncommon, has become so exaggerated that, except for factors involving firearms, has all the characteristics of a Hatfield-McCoy feud.

THIS divergence of opinion, quite reasonably boils down to just what constitutes the most beneficial type of industry. Aside from the already established tourist trade, a cross-section of contention might bring it down to real estate promotion versus light industries, such as commercial fish canning plants and their satellites. Obviously, certain groups are unwilling to welcome more canners and packers to the area, just as the exponents of industry are unwilling to relinquish the community to real estate promoters, and Newport's busy little Chamber of Commerce, as is generally the case, has been caught in the middle. Rowelled on one hand by hardheads to which industry, with its smells, smoke and payrolls spells success, and be-deviled on the other by beach, boat, swim, sports, and resort *Saturnalio* advocates, the lot of Hay Langenheim, the Chamber's incisive, mustachiod manager, is nothing to cause envy, according to the appraisal of some observers. The job, of course, is all the more difficult because of the money interests involved. The resort-real estate group,

Official

Hay Langenheim, Executive Secretary, Newport Chamber of Commerce.

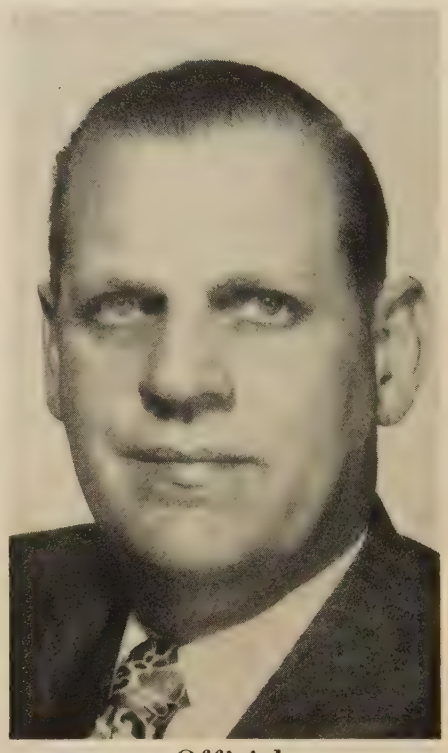


Bustles and Bows

A group of sight-seers promenade Newport's beach in the Gay '90's era.

representing miles of dazzling, white sand beaches, palace-like yachts and magnificent homes, are heeled with formidably-hefty packets of bank notery. But that makes it no easier on the planners; there is also a matter of a few loose millions wrapped up in the commercial fishing industry. Thus the tug-of-war, which has resulted, since 1945, in one of the most explosive factional disputes on the West Coast, goes on, and the answer should provide historians with juicy meat. Perhaps the solution lies in a recent suggestion made by a pessimistic town oldster, who, so the story goes, stopped for a moment to watch a child fill a small can with sand from the beach. "B'damned if the kids ain't got the right idea," he remarked. "Sell the dirt in cans. Then they'll both have to shet up."

Tourists who show up each year to stoke themselves on Newport Beach's excellent seafood, loll on its glittering beaches, sport fish from its polished mahogany and chrome boats, and mingle with its bathing-suited, pleasure-seeking summer crowds often find it difficult to realize that the area was once, in the main, a brackish swamp, infested with frogs and insects. True, the inland acreage adjacent to the original Newport Bay was host, in 1865, to a cattle ranch, but the enterprise amounted to little, after the pattern of most of the smaller Early Californian ranchos. It then was called Bolsa de Quigara, meaning bay with high banks, or, more familiarly, in courtesy to the San Joaquin ranch, Bolsa de San Joaquin. An outlet near the Bay was known, by virtue of its myriads of frogs, Cienega de las Ranas, meaning swamp of the frogs, and, with exception of some two score of Spain's special brand of pseudo-aristocratic ignoranti, the area remained practically barren of human life until a coterie of Easterners came in, squatted, and started the typically American species of development. Their ar-



Official

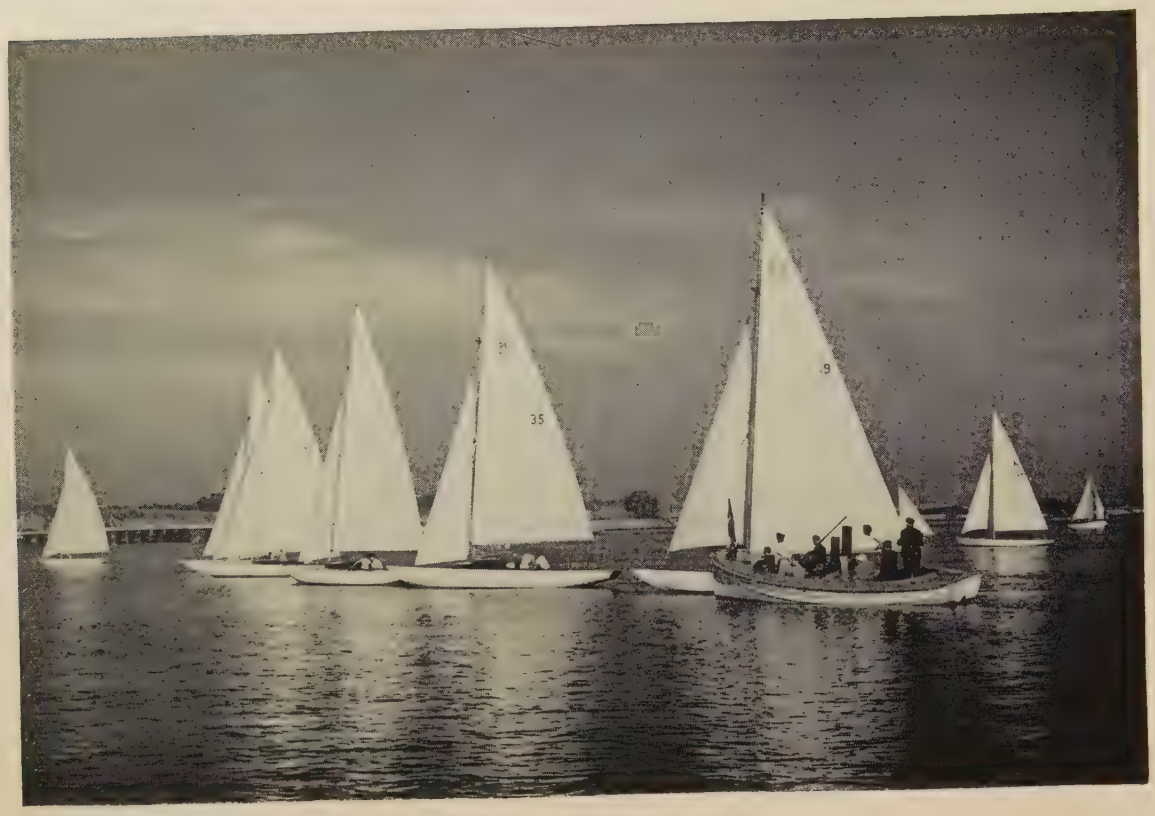
Fred M. Sorenson, President, Newport Chamber of Commerce

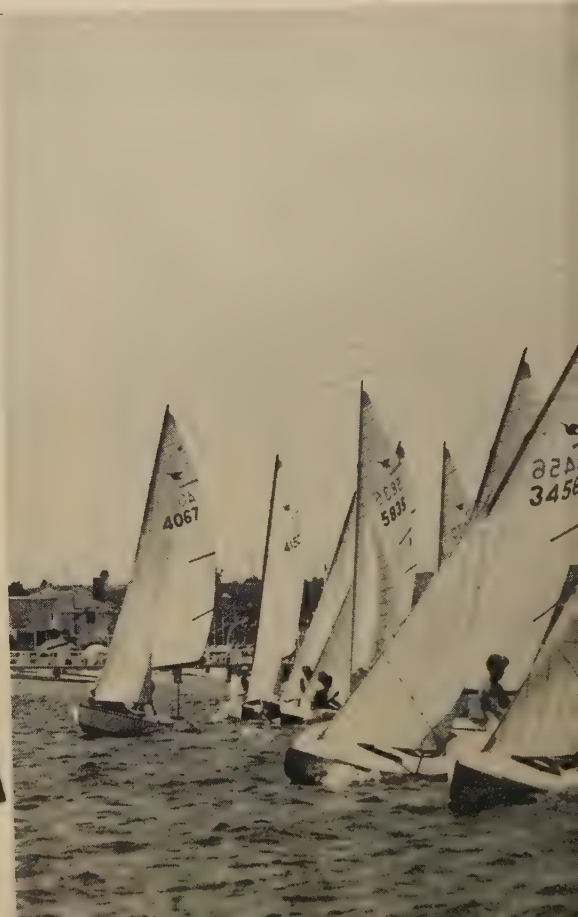
rival coincided with that of the *Vaquero*, a small, side-wheel steamer, which, in the interest of hide-and-tallow trading with the San Joaquin ranch group, would periodically brave the Bay's treacherous entrance and anchor near the north arm of the Harbor, at the west end of the Coast Highway bridge. This was about 1866, and it could safely be said that the following 36 months marked the beginning of concrete progress for the Newport Beach-Balboa-Corona Del Mar settlements. Indeed, the interim brought a type of bustle and interest which is more than a little reminiscent of the present day ruckus.

IN 1868, as a matter of fact, the heirs of Rancho Santiago de Santa Ana, one of the more extensive land-holdings inland, decided to cut loose from each other by splitting up their individual properties. The courts took some time in

(*Continued on Page 22*)

All is not drudgery





in Newport - Balboa

Executive

M. Gregory Gorby, President, Newport Canning Company.

Newport Harbor

(*Continued from Page 19*)

adjusting the matter, and, impatient with the delay concerned in what the law considered proper sub-division, several sold out. The Banning family, whose name since has become synonomous with early-day Southern California development, heard the news in Los Angeles and promptly bought an acreage to the North and West of what now is West Newport. To the North of Banning's unit, of course, was the tract belonging to Don Eduarado Pollerino, which still, is known as the Pollerino and Fairview sections, and the sudden juggling left a 4,000-acre piece for sale adjoining the Pollerino property. This unit had a curious and beneficial effect on the future of Newport Beach. In those days, businessmen who practiced a finger-on-the-pulse philosophy were apt to use the Banning groups operations as an infallible commercial barometer. Whether this was so in the case of the shrewd, vigorous James McFadden is not known, however, he immediately snapped up the acreage. Later, he bought another 1,800 acres from a man named Cozad, and immediately embarked on a fencing program. In company with his brother, Robert, he therefore imported, in 1873, a quantity of fence lumber. But the stuff was never used to string up a foot of barbed wire. Settlers, as a matter of fact, were arriving in the community by this time at such an accelerated rate that the lumber, which was needed for homes, could be sold for an unheard-of profit, and, upon disposal of the first shipment, the McFadden brothers immediately imported another. Thus they were in the lumber business before they knew it; an enterprise which not only began roaring almost immediately, but necessitated, due to the work involved, the importation from Northern California of another brother, John. The town of Newport Beach had become a reality. Homes, heretofore confined to adobe, soon were sporting the bright new lumber, and the McFaddens became the fore-runners of Newport Beach's current day businessmen. From this start, Gospel Swamp, so named for an ex-Baptist preacher, Isaac Hickey, who conducted a series of pious uproars there, developed into a settlement, and business picked up for the little side-wheeler, *Vacquero*. San Diego, the *Vacquero's* home port, proved to be a handsome market for not only hides and

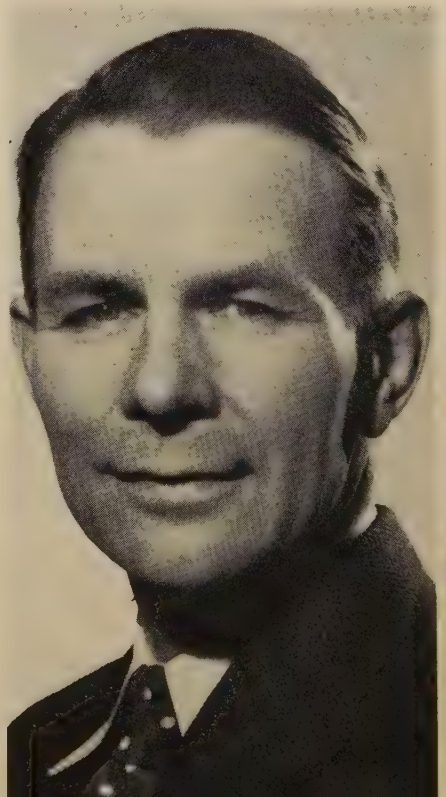
"Beaching the Dory"

Versatility

Photo shows typical combination boats designed and developed for use of either sports or commercial fishermen, depending upon the season. Fish compartments are removed during sports fishing, providing more deck space for anglers.

Businessman

O. W. Richards, proprietor, Richard's Lido Market, Newport Beach.



tallow, but also for hay, grain and other agricultural produce.

Other markets, of course, were few and far between in the early '70's. Orange County, in fact, had no dependable form of land communications, and, therefore, both Orange and Riverside Counties were forced to rely on waterborne commerce. Los Angeles, a thriving pueblo town in that period, represented, moreover, a competitor rather than a source of profitable exchange, as the city then had no jobbing, manufacturing, or other industrial promotions. The Newport Bay area, of necessity, had to turn to San Francisco for supplies, and to market most of its produce in San Diego. This situation, however, was short-lived. The San Franciscans, foreseeing a potentially profitable market for lumber, household supplies, agricultural equipment and other items, became interested almost overnight. Among the first to go after the Newport business was the John Hooper Company. This organization allocated two of their sailing schooners, the *Mose* and *Susie*, on a regular Newport Bay-San Francisco run in 1874, and, in 1876, with commerce between the two cities on the increase, added another craft, the *Twin Sisters*. Meanwhile, the McFaddens, who seemingly missed no bets to make a dollar, built the *Newport*, a vessel constructed of shallow draft, to permit easy egress and ingress of the Bay. An idea of the Newport Bay produce, which the *Newport* toted off to San Francisco around 1883, is given in the old files of the Santa Ana *Herald*, a weekly newspaper. They were beans, asphalt, mustard seed, eggs, pears, beeswax, peaches and hogs.

ABOUT this time, too, events took a turn which once more aided Newport Bay in its struggle for development. As in the case of so many phases of the area's commercial formation, the astute James McFadden figured prominently. Another San Francisco organization, Messrs. Goodall and Perkins, had followed the John Hooper Company into business at Newport Bay. Its ship, the *Alexander Duncan*, was the largest craft in the coastwise trade. McFadden, who apparently was able to make money and, at the same time, perform a myriad of civic duties, became alarmed over what he said was an unreasonably high tariff levied on Newport Bay barley at San Francisco. To break the tariff structure, he visited farmers in the area and signed them to a long-term contract, which gave him exclusive right to haul their grain at a lower rate. The temerity of McFadden, whom Goodall and Perkins had considered an inconsequential independent, caused an immediate uproar, and, as the aftermath, they ask-

(*Continued on page 36*)

Executives

J. E. Spangler, (left to right), T. A. Thomas and Walter Longmoor, of Western Canners Company, Newport Beach.

Operation

Commercial fishermen unloading mackerel at Western Canners Company, Newport Beach.

Executives

Woody Young, superintendent, Newport Canning Company, (left) and P. Y. Rembe, office manager.

A Real

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Kask Version

(*Continued from page 11*)

ocean and her one and a half million fishermen accounted for between one-fifth and one-quarter of the world's fish catch. Driven by a national need for more food and encouraged by a sympathetic government which was preparing to wage war, the Japanese fishermen began to delve into the unexplored depths of the ocean for their catches as well as spreading over the world's known fishing grounds. They built floating trawls that could be dragged through the water at various depths, they sunk hooks to great depths and experimented with luminous baits and electric lights to attract the fish. These experiments were only in their initial stages when the war cut them short, but not before the Japanese scientists had preserved in their laboratories specimens of good edible fish taken far from land and from ocean depths up to 500 fathoms.

ONE scientist speculating on the productivity of the ocean calculated that if fur seal of the Pribiloff Islands rookery in Bering Sea ate on an average of 10 pounds of fish a day or the amount fed to small circus seals, the 3.8 million seals now known to breed on those islands would consume 38 million pounds of fish a day or 13.7 billion pounds of fish a year. Man with the most modern and efficient fishing craft and gear in the world catches 2½ billion pounds or less than one-fifth of this amount when fishing is good from Southern California to Alaska, or over the migration area of this species of seal. This calculation, it should be emphasized, is based on the food eaten by one species of seal only. It does not include the rations of the millions of hair seals, sea lions, porpoises, walruses, sperm whales and other fish eating mammals of the seas or of the other fur seals that breed on the Asiatic side of the North Pacific or in the southern hemisphere.

This comparison is not made here to condemn the fur seal as man's competitor for fish, but only to suggest that stocks of fish can exist in the ocean other than those fished for by man which could account for such prodigious amounts of food. In recent years, the use of echo sounders and various other electric detectors has greatly increased our knowledge of the ocean floor. These instruments have helped too to increase the catches of herring and other schooling fish by detecting their where abouts when they did not show at the surface. At times during cruises in deep water "false" or "phantom" bottoms are re-

(*Continued on Page 26*)

HAWKS OF THE FLEET

(*Continued from Page 7*)

on the step before trying to get out of the water. That heavy gunning right at the start won't get the plane off nearly as fast as getting up on the step, and then going up.

"That's just one of the things these pilots should know. They should know, too, whether it's better to land on the crest or in the trough; whether to try cross-wind landings. How to operate in choppy seas . . . and, probably most important of all, they should have time to practice these things, in a light, float-equipped plane, before they join a clipper crew for a trip.

"This matter of aerial observation is important, and we'll include some work on that in our course. We can't do the whole job, here, of course, because great skill in such work comes only with long practice. But we can teach the fundamentals with classes that probably will include a study of the Navy's wartime research into how water depth and underwater formations can be determined by color."

There are, admittedly, two other problems that, even though they seem to be disadvantages, are outweighed by the time savings mentioned earlier. One of these is the fact that rough or heavy weather often keeps the plane inactive, and there seems to be little that can be done about it on particularly rough days. However, on days when the open sea is choppy and too heavy for successful take-offs—and these light planes can flip fast—some of the clippers hunt out a sheltered cove with smooth water, lower the plane over the side, and continue routine operations. The plane, and clipper, return to the cove when the day's aerial operations are over, the plane lands, and is hoisted back aboard. Average flight is not too long, McKusick reporting that his longest time in the air was about three and a half hours.

THE second problem is where to stow the plane, which is a matter for individual decision by the skipper of the clipper, because he has to weigh such matters as the balance of the ship, ease of access to the boom, and other matters peculiar to each vessel. Most of the planes, to date, have been stowed just aft the main mast or stack, but in some cases the skippers have modified the top of the bait tank covering to support the plane and provide tie down gear. Cost of operating a small plane, when the sea area covered is taken into consideration, is remarkably low. The *Luscombe*, for example, burns about six gallons of gasoline per hour, at a cost of approximately 32 cents a gallon. In this time, the plane can fly at least 100 miles, or about ten legs ten miles apart, five miles each way from the clipper's course. And there, again, the increased visibility due to the plane's altitude of 500 to 1500 feet comes into the picture.

IN the beginning, as was remarked earlier, there was considerable speculation about the future of these light planes in the tuna fleet, but any doubt about the possibilities and practicability of the combined operations seems to have been erased, as far as the more far-sighted captains and owners are concerned. The increased use of planes is proof of that. And as the industry gets more and more into a buyers market, where profits of tuna boats will depend in great measure on how fast they can get to the banks, snare a capacity load and return, planes undoubtedly will loom larger in the thinking of those who do the planning. Which, in an industry that has the record of accomplishment that the fishing industry has, is exactly as it should be.

DuPont to Hendry:

Appointments. On February 1, 1949, John T. Edgerly, West Coast Regional Sales Manager, Finishes Division, E. I. du Pont de Nemours & Co., Inc., announced the appointment of the C. J. Hendry Co. as California Distributors of the Du Pont DULUX Marine Line. C. J. Hendry will serve as the DULUX Marine Line distributor to ship chandleries, boat yards, and marine paint dealers located in the State of California. The C. J. Hendry Co. was founded in San Francisco in 1865, and now offers the world's largest variety in marine equipment. In keeping with company's policy of distributing the highest quality products obtainable, they will have a complete line of DULUX Marine Products available for distribution at all C. J. Hendry stores —San Francisco, San Pedro, and San Diego. Du Pont DULUX Marine Finishes include a complete line of marine paints and varnishes for every purpose from masthead to keel—for hulls, spars, decks and interiors. Marine DULUX is a product of Du Pont Research Laboratories—a distinctly different type of finish for marine use. The remarkable performance of tough, adhesive DULUX is another of the "Better Things for Better Living . . . Through Chemistry" developments of the Du Pont Company.

Kask Version

(*Continued from page 25*)

corded by these instruments, that is impulses are returned from objects in intermediate layers of water, in areas where it is known that the actual bottom is at a greater depth. These "phantom" bottoms are reported at times to be many miles in extent, and the position of these dense intermediate layers shift both vertically and horizontally. This has led to much speculation as to what could make up this dense layer. Last year one ingenious Norwegian investigator sent a movie camera down to the depth indicated. When his film was developed he proved that in one case at least the "phantom" bottom was a school of codfish.

Stored up energy and food is being constantly rained down from the surface layers of water, where photosynthesis takes place, towards the bottom of the ocean in the form of minute dead and dying plant and animal life. This material supplies food for small shrimp-like animals that are known to occur in the intermediate layers of water, as they have been taken by silk nets towed at various depths. These organisms form the basis of the food of many fishes. Usually where nature has created a food supply she has also supplied creatures to eat it. Both fact and speculation point out that the ocean is a rich storehouse of food. During the last 100 years the world's population has doubled and continues to increase. The enormous significance of this should never be lost sight of. The drain on the world's natural resources is greater now than ever before. In former days when countries became too crowded or competition in making a living became too keen some would move away to a new continent. Now there are no new continents left. The world's good lands are mostly in use and much land that used to be good has been allowed to blow or float away. It is becoming increasingly difficult to produce sufficient food from the land to feed all the world's people. In many places the old choice between farming and fishing no longer exists. Man will have to re-learn how to fish. There are some signs that he is in the process of doing just htat.

DURING the last several years at least five governments, though they are not all on the Pacific, recognizing the growing importance of fisheries, have elevated their fisheries administrations to full ministries. Previously fisheries administrations were entirely lacking or were hidden away in the most surprising places. In some countries this is still the case. Japan, with the aid and council of the Allied Military Government, has revised her fisheries to the rank of a vice-ministry. China and the Republic of the Philippines have reorganized and given greater recognition to their fisheries administrations as has nearly every country in South East Asia. The United States recognizing the international nature of fisheries and growing importance of high seas fisheries, has recently added an Office of Foreign Activities to their Fish and Wildlife Service and more recently still has appointed a Special Assistant in Fisheries to the Under-Secretary of State. Nearly every fishing country has shown some activity in this respect. There is another significant sign too. The Food and Agriculture Organization of the United Nations provided for a separate Fisheries Division in their table of organization. This is the first time that an international organization of this magnitude has granted separate status to this most international of food resources.

There is also great recent activity in the investigation and development of marine resources. That is, it appears great because of the almost total neglect of a few years ago. Australia has led in this field in the Southern Pacific, but nearly every country is doing something in this respect. Some countries as Western Latin America, have never until

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very recently considered themselves fishing countries at all. Fish exports from some of them now supply an important part of their foreign exchange. Japan is active now and can be expected, when restrictions by the Allied Military Government are further relaxed, to resume a leading role in fisheries research and development. Canada, with the aid of government vessels, founded a profitable tuna fishery off the coast of British Columbia last year. A tuna fishery in these northern waters a few years ago was considered incredible. The United States appropriated a million dollars in 1948 for "the investigation, exploration and development of the high seas fisheries of the Territories and Inland Possessions and intervening areas in the tropical and sub-tropical Pacific Ocean." This is the first time in history that a million dollars has been appropriated to develop new fisheries.

Another significant development has been the formation of the Indo-Pacific Fisheries Council by the governments of South East Asia. This council which was organized by FAO for the purpose of "the development and proper utilization of the living aquatic resources of the Indo-Pacific areas" is holding its inaugural meeting next month. This council will give a tremendous impetus to the investigation and development of the fishery resources in an area where the need for more food is the greatest.

DURING the last several years through mechanical advances man has broken his ties with land. He has learned to make boats that can go thousands of miles for their catches, and his floating factories can go to any sea on earth and bring back ship loads of food in good condition. He has learned to overcome two great handicaps to the development of fisheries, the remoteness of the raw material from markets and the perishable nature of the products. He has developed instruments that record the contours of the ocean floor as fast as a ship can travel, and that can detect objects in the sea both vertically and horizontally. He can take under water pictures at great depths and wherever he has exposed film he has found life. He has developed fishing gear that can catch a thousand tons of fish at a time. When he needs new kinds of gear to catch new kinds of fish in new places man's ingenuity can be counted on to invent that too. Man's equipment for the exploration and harvesting of the sea is being brought up to date in keeping with the magnitude of the problem and the urgency of the need.

One lesson however that man finds difficult to learn is that nature's bounties are not inexhaustible and cannot be

(*Continued on Page 30*)

Fair Winds

By JOHN DE BECK

WITH a look forward toward the stimulation of commerce in the Todos Santos Bay area the Mexican government has recently granted an initial 30 million pesos to an Ensenada port improvement agency, under the direction of Gullermo Romero M., for construction and repair of port facilities in Todos Santos Bay. The four-year, $4,300,000 improvement plan for Ensenada waterfront dockage and harbor development calls for the repair of the one existing dock, and the building of four modern piers, which will enable larger vessels to unload cargoes without the service of lighters to shuttle the goods from the deep water offshore.

The breakwater, first of the harbor improvements, will extend from the north and south ends of the bay area, with an entrance 100 feet wide and 40 feet deep, which will permit entrance and exit to larger commercial vessels and pleasure craft. Granite material is available at the point, located at the north end of Todos Santos Bay, where its presence is hampering improvement of the main highway to San Diego. The quantity is believed to be sufficient for immediate plans. Upon completion of the breakwater-jetty it is estimated that over 300 good-sized vessels could be sheltered in the harbor area.

CLAIMING 20,000 persons, the city is now undergoing extensive expansion in agriculture, livestock raising, fish canning operations, and fruit and wine production, industries which will gain greatly by the lower transportation costs which a modern commercial harbor could bring. In addition the highway transportation over the northern territory of Baja California has been improved so that the interior industries, which were held within 50 miles of the bay town may now expand. Farming land is available, which was hitherto undeveloped because of inaccessibility.

Commercial expansion for the coast town can be guaranteed and fishing industries, which for past years have been hampered by the high truck rates to San Diego can most certainly be seen to increase upon completion of the government project. The government of Mexico's subsidy came at the best possible moment since Ensenada had lost its important sea commerce, which had flourished in the past, because of the poor condition of the existing dock and the need for dredging and more dockage space. At the present time incoming cargoes for the community total 500 tons and the outgoing freight accounts for 450 tons, which when compared with the truck tonnage is insignificant. A 400% increase is expected as a direct result of the port improvement in the next 5 or 10 years.

An additional benefit seen from the harbor improvements is an increase in the yachting calls made by foreign vessels and the stimulation of trade in provisions, as well as institution of yacht clubs and sportfishing businesses. The annual Newport Harbor to Ensenada race is expected to draw over 150 sailing entries with numerous spectators this year, and similar races will draw thousands of tourists to the sunny resort town.

THE mineral industries, which were formerly, like all commercial enterprises in the area, held back by transportation difficulties, will start, since gold, silver, copper, zinc, onyx and other products are found in the mountainous regions in the interior. It is possible that the speedy development of Lower California will be aided by this government move, which certainly shows a definite policy to development of natural resources and aid to individual commercial enterprises which is what the territory needs as a step toward statehood. At least with the added port, and a network of good paved roads, Baja California could develop into a more profitable venture, with better pay for some. However, improving the port without improving the highways and roads, would not warrant such an expense.

Kettenburg'

A Pleasure Craft Manufacturer Begins Buil

(George Kettenburg, President, Kettenburg Boat Works, San Diego, California, is one of those rare individuals who made a hobby pay off. And even though his business has been in the black for a number of years, he still considers boatbuilding in the light of pleasure. Here's his story.)

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By JOHN HEGEMAN
Marine Press Staff Writer

JUST why the astute editors of various Eastern hobby magazines, which have made plenty for years by assuring people that riches lie in exploitation of this hobby or that, have ignored George Kettenburg, the tall, leather-faced, wire-haired President of Kettenburg Boat Works, San Diego, California, could be used by disgruntled writers as proof that many publications don't know a story from a putty knife. There is, of course, no reason to assume that these gentlemen have even heard of Kettenburg, although his record has got around to an extent that an internationally-famous movie star considers him a Number One thorn in the matter of sailboat competition.

Be that as it may, however, Kettenburg began building boats purely as the result of a small speedboat which he constructed for his own use, sold it shortly thereafter, built another, then two, and, before he actually became aware of the possibilities involved, found himself in the boatbuilding business. This is the only commercial enterprise he ever has been in, and the operation still is a hobby with him. He likes nothing better, in fact, than to watch a boat of any type take shape in his yards, and he spends about 12 hours a day in roaming the works, crawling under one keel or another, and lending a hand overall. It goes without saying, of course, that, the fact that his hobby has brought him additionally a nice home, and the necessary components which make up good living, has not been hard to take. But all that came more or less automatically. Most of his early customers, in point of fact, converged upon him un-solicited, shortly after the end of World War I. That's when his father, a retired electrical engineer and still a resident of San Diego, moved the family from Pittsburgh, Pennsylvania, George's birhplace, to the Border City. While yet a student in high school, Kettenburg junior built the first speed boat, and, after disposing of it at a fair profit. got the idea.

"I need some money," he told his Dad. "I think I can build boats and make a living at the same time. Anyway, that's what I want to work at."

Kettenburg senior thought it over, then put up the cash, and most of the story now is Southern California history. In 1926, he built four Sunboats for various yachtsmen; during the war he constructed 90 plane-rearming boats of 34 feet; in 1935 he entered the fish boat business, and, in 1948, he rang up a record that provided the boatbuilding business with one of the most spectacular records of the year. Kettenburg's fleet of 66 specialized Albacore boats produced, in two months, over $1,000,000 for its various owners!

This fleet, based at San Diego, sails each July to Mexican waters to fish for Albacore by bait, by jigging, or by both methods. The vessels are 38-footers, and they averaged five trips to Mexico and a 40-ton catch for the season, which lasted two months. Moreover, despite the fluctuation in the Albacore price, the average catch per ton brought in its owners about $560. Although the Kettenburg yards also turns out a sleek, aristocratic yatcht, the construction of fishing boats is its biggest money-maker, and into these boats Kettenburg has put

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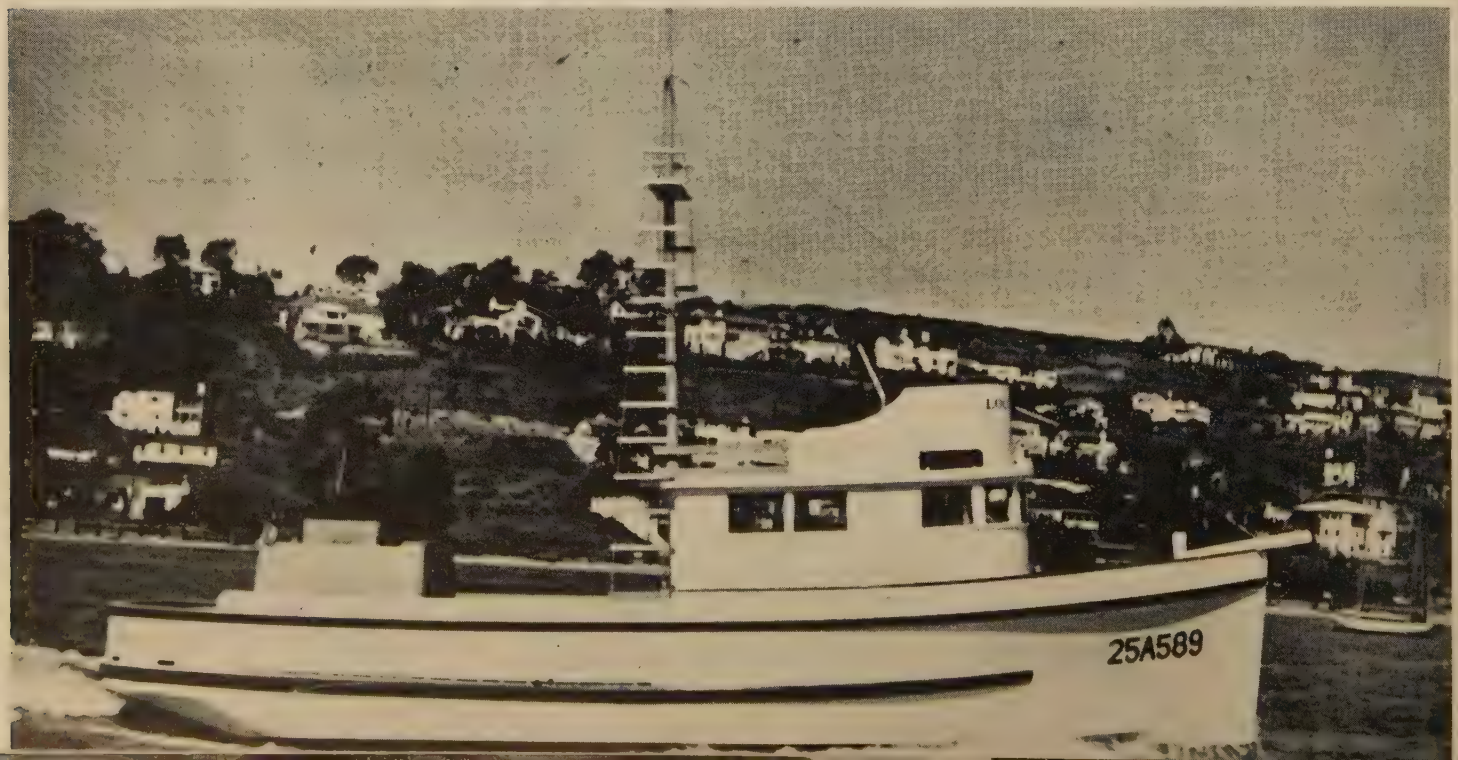
Profitable

A unit in the Kettenburg fleet of Albacore boats.



# of San Diego

ng Boats & Surprises All, Including Himself!

all the knowledge and care which he has amassed during his 31 years as a boat-builder.

The Kettenburg fleet, for one thing, is high specialized. It is about 75 per cent equipped with radio-telephones, around 50 per cent with direction finders and automatic pilots. Excepting gas storage, which is carried on deck, each is fitted with a fuel bunkerage of 640 gallons, and each, it is needless to say, is a champion in the eyes of its owner. Here, to illustrate, is a cross-section of what they think:

Charles L. White, skipper of the *Kitty Lee*: "The boat has proved very satisfactory for Albacore fishing, especially jigging. It has been out in all kinds of weather."

Angelo Stagnaro, co-owner of *Two Sisters*: "We have had our boat for almost three years, and we're proud of the fact that we own one. We fish with gillnets. In the spring we fish for barracuda; in the summer, halibut; in the winter, sea bass—good weather or bad."

Steve Prodanovich, of *Pamela Sue*: "I fished by boat for 20 months, without a major tieup. I found it to be the most seaworthy small boat I have ever been on. And the operation cost has been very satisfactory. The pay load is good also."

Walter T. Vestal, of the *California Maid*: "My Kettenburg is absolutely the best sea boat that I have ever been aboard. Loaded or empty. For their size and different kinds of fishing, capacity and cruising range—and, speaking from 19 years of experience—I say the Kettenburg boats cannot be beaten."

The first of these boats Kettenburg turned out was in 1944, for the Lococo Brothers, San Diego, who proved, incidentally, the most successful producers in the 1948 fleet of Kettenburgs. These gentlemen came in with 60 tons for 1948. The 69th craft, which currently is under construction, and will be waterborne in the Spring, is being built for San Diego's Thomas Ince.

At least half of the boats carry a crew of from two to four fishermen. About 25 per cent of the craft fished with bait; the same percentage jigged, and the remainder operated with both methods. Most of the fleet is powered with Chrysler engines; others use Caterpillar, Buda, Lorimer, Graymarine and General Motors engines.

While Kettenburg is proud of his fishing craft, he's not forgetting his yacht-building either, and with good reason. Ask that hard-boiled old toughie, Humphrey Bogart, what he thinks of Kettenburg's Pacific Cruising Class sailboats, for instance, and he'll probably rasp that they are the hottest racers in the ocean, but that he'd give his own craft, the *Santana*, to see the !x##'œ!!* things in Gehenna. Bogie should be, by this time, an authority on the speed and balance of the tautly-built PCC's.

Last April 24, he and 103 other disgruntled sailboat operators watched Kettenburg grin like a cat when the boats he had run up took first, second, fourth and fifth in the International Yacht Race (Ocean Racing Rules) from Newport Beach to Ensenada, Mexico.

"This makes the fourth or fifth time those boats of yours have kicked water in my face," Bogart told Kettenberg. "How many have you in the race?"

"Five."

"Too bad yuh missed third place, too," returned Bogart sarcastically. "How come?"

"Well," laughed Kettenberg, "I should have brought in the boat I was sailing for third place. But maybe I'm not a very good sailor. Anyway, I made a bad turn around the islands at the entrance of Ensenada Bay."

PCC's have been winning races with such regularity that, at present, there is

(*Continued on page 32*)

Pleasurable
The Kettenburg "38" Sailboat.

Waterfront Observer

CHECKING over the Department of Interior's Fish and Wildlife reports published each day in San Pedro shows their actual importance to the fishermen. Reports on conditions up and down the coast, tonnage and prices, weather and tides, and reports on the fishing industry of other nations are usually enclosed. Also the results of surveys, and the publications relating to them are noted. For instance, the March 15 issue notes the tuna tonnage of the Hawaiian Islands for 1948 as 15,595,000 pounds of fish (all types) were taken and, of this, tuna led the field with about 68% of the total. June to September were the most productive months for yellowfin, albacore, skipjack and big eyed tuna. March and April showed the best for Bonita and small eyed tuna. These reports are free and will be mailed to you on request as this is another service the government is spending money on to forward the fishing industry, and bring the fisherman up-to-minute data and to aid him in producing more fish for consumption. Better notify the U. S. Fish and Wildlife Service in the Post Office Bldg., San Pedro, that you wish their daily report and you will be surprised at some of the things you will learn concerning fishing here and elsewhere.

THE Ford Ave. Bridge, Long Beach, is now undergoing a conversion job and has been lifted an estimated eight feet to realign it so as to put it back in operating condition. Reports say that, due to a lot of oil being pumped out from under Terminal Island, the island has sunk considerably the past few years, thus throwing the bridge out of line and operating order. After a lot of hard work and engineering problems we soon will see the old bridge open up its massive arms to the tune of three little toots on passing vessels; whistles thus permitting marine traffic to make the passage from Long Beach to San Pedro once again without having to go all the way around via the outer harbor. This will help the fishermen who unload their catches in Long Beach but tieup in San Pedro. Also helped will be the tugboats and pilots who shift the cargo vessels from one port to the other.

ACCORDING to a popular news station, the tuna outlook has changed a little for the better down south for our local seiners. The scene of conquest has changed from Galapagos to the Mexican coast between Acapulco and Manazillo, where the first few days of March showed quite a few jags of twenty to fifty tons per set being taken. Previously the fish had been wild and traveling like mad to intercept the fleet before the boys got too far from their various ports. Well, anyway, they had been traveling fast, but finally schooled up and slowed down long enough for some of the boys to make fair catches. We understand the *New St. Christina* had about forty tons captured in one set, only to lose them when their new fangled hydraulic winch failed. Let's hope this is not an indication of things to come for this first class creation of Al Larsen's.

ANOTHER new vessel to meet with some bad luck even before sailing on her maiden trip was that super deluxe Tacoma built *Equator*, pride of the fleet, (and more so Capt. Nick Trutanich), which was on the ways for a final check after her shakedown trip from up north. While being relaunched at the United Concrete yard in Long Beach the giant cradle buckled and dropped off the track. Luckily the vessel stayed pretty much on an even keel and was not damaged to any great extent. Dave Maxwell, the yard superintendent, had quite a job of work to get her refloated, by building a coffer dam and getting a house moving outfit to lift the cradle back on the track. Observers say the track must have been weakened by the weight of the previous vessel up, which happened to be Tex Ellington's *American Beauty*. Anyway the *Equator's* crew had an extra week at home they had not counted on, so let's hope they loop the tuna this first trip, just to prove hard luck doesn't follow a lady so well designed and with such nice lines. I hear the new building and headquarters for Southern California have just been announced by Schmidt Lithograph Company, the organization which turns out so many different brands of canned fish labels.

Kask Version

(*Continued from page 57*)

squandered indefinitely. He has been careless and lavish with his land and his known ocean resources, even when he knew what the consequences would be. When new ocean resources are discovered, as they surely will be, man must learn how to harvest them and how to harvest them wisely. To harvest these high seas resources will tax man's ingenuity. It will require high imagination and much capital. To harvest wisely will not be easy either. Ocean resources are everybody's resources and experience has shown us that often what is everybody's responsibility is taken as being nobody's responsibility. Necessary international cooperation often takes the form of cutthroat and wasteful competition. But the time when man can continue to be wasteful of his resources is running short. Man's very survival depends on the wise and cooperative use of what remains.

INVESTIGATION and wise regulation must go hand in hand with development and exploitation. It will be necessary for man to learn the size and the composition of the safe ocean crop, and then to harvest that crop but not any more. It is as wasteful to take too little as it is to take too much. Man is being given another chance to learn this lesson. The ocean is man's next frontier. It may be his last.

Golden Bear

(*Continued from Page 13*)

fire when Burnette, a recognized authority on the fish, inaugurated a drive to acquaint interested parties, including the State, with the fact that the sardine industry, once a $60,000,000 yearly business in California, had fallen to 25 per cent of that figure in two seasons. The resultant action was rapid. First, the State's sardine processors, in a vol-

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untary move last year, asked the Fish and Game Commission to establish stringent controls on sardine fishing. The Commission, (according to Burnette), with regulatory controls only over the taking of sardine for reduction purposes, set an 8-inch minimum, and later a 14-inch size limit on sardines. Members of the California legislature, jogged into action, then took up the hue and cry for more research, and the current expedition is the answer. During the past two seasons, when the sardine became known as "The Vanishing Sardine," more than 150 theories as to the reason for the sardine decline were discussed.

RICHARD S. Croker, Chief of the Bureau of Marine Fisheries, and a Committee member, has held firmly to the belief that the population decline of the fish off the Pacific Coast was due to "a combination of overfishing and other factors." Just what the "other factors" of Croker's theory amounts to has been everybody's guess, and everybody has taken a guess. From various sources, scientific and non-scientific, the sardine shortage has been blamed on (a) The disturbance caused by the Bikini atom bomb tests; (b) Lack of salt in the water; (c) Too much salt in the water; (d) Low water temperature; (e) High water temperature; (f) Lack of plankton; (g) Noise of practice firing by Naval guns; (h) Weather cycles; (i) Invasion of sardine-eating fish and birds from the North and South; (j) Tidal waves; (k) Dumping of surplus munitions offshore.

Despite what good the expedition may do in the matter of ironing out the situation, however, the picture remains ominous for the present. This year's spawning will not produce commercial sardines until 1952, since three years must go by before a sardine is mature. But if the answer is found, then fishermen, conservationists, and scientists are agreed that the expedition represents an incalculable worth.

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Milady

By DOROTHY HARVEY

BASIC Optics for the Sportsman, by Earle B. Brown, published by the Stoeger Arms Corporation, New York, 259 pages, price $4.00, is an optical book for the layman, written primarily for the sportsman but of interest to a much larger audience. It's good. It sets forth, in simple language, as complete a story as possible of how optical instruments function, the difference between an expensive and inexpensive instrument of apparently the same properties; the factors to be considered in the purchase of an optical instrument, and the use and care of the instrument to insure greatest benefits from its use.

TO facilitate faster comprehension of the subjects involved, the book has been illustrated with a total of 173 illustrations both halftone and line drawings. All the line drawings, of which 91 are in two colors, are the original work of Brown and illustrate schematically those points where verbal explanations might require further elucidation. Binoculars, rifle scopes, telescopes, cameras and microscopes are among the optical instruments covered in the book. The sportsman, perhaps more than the member of any other group, has a keen interest in these instruments, since he either owns one or hopes to own one regardless of whether his primary interest lies on the range, in the hunt or in the study of nature. A. F. Stoeger, president of the Stoeger Arms Corporation, felt that a book of this nature would fill a great gap in sportsmen's literature, so he petitioned Brown, one of the nation's foremost authorities on optical instruments, to write it.

"ONE of the principal reasons for the general ignorance on this subject," Stoeger says, "is that it is normally such a highly technical one that books on the subject are far beyond the comprehension of the average man. Up to this time, no book has ever been published which has made basic optics really basic — yet sufficiently thorough, while at the same time being readable and extremely interesting to anyone with the slightest inclination to increase his knowledge along these lines."

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WELL, here it is, again: Lent. Always a matter for concern as we go into the period, the outlook for fish and shellfish supplies during this six-weeks of fast and abstinence is the best in a decade. The mildness of winter along the Atlantic coast, permitting constant fishing, and the late arrival of Lent this year combine to make the fish picture very bright for Lenten consumers. At New York City's Fulton Fish Market which supplies about one-tenth the country's population in and near New York, a veteran wholesaler predicted, "We'll have more and cheaper fish this Lent than we've had in the past twelve years." And this statement reflects accurately the condition of all wholesale markets in the eastern United States. Particularly interesting to bargain conscious consumers should be the large stocks of frozen fish on hand. The average Lenten season sees more frozen than fresh fish available. This year, however, with heavy hauls of fresh fish in the offing, it is expected that wholesalers will try to push out frozen stocks quickly at very low prices.

FISH and shellfish expected to be in very good supply are cod, porgy, whitefish, smelts (fresh and salt water), mackerel, sea bass, fluke, frozen shrimp and many other frozen items, clams (hard and soft), mullet, carp (and later in Lent, shad), tuna, etc. Sound tempting? Incidentally, here is a recipe I found to be most *un-tempting*. Actually, it isn't a recipe; it's a conglomeration a friend tells me was wrangled up by a new bride, who. I am sure. must have dreamed of it in a nightmare. You take a can of flaked tuna, mash it up with mayonnaise to form a thin paste, and stir it slowly into a pan of Chinese noodles. As the pot boils, you add several hands full of corn flakes. Drain off the water, you place the entire batch in a biscuit pan and bake.

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Kettenburg

(Continued from Page 29)

a tendency on the part of West Coast sailing enthusiasts to come down with migraines whenever Kettenberg or his boats enter the conversation.

Here, of course, is the answer to this since 1946, when the first PCC was waterborne:

San Clemente Island race: First to finish, First Ocean Racing class, First, Arbitrary Handicap.

Channel Islands Race: First, Ocean Racing class, First Small Boat Division.

Lipton Challenge Race: First, Universal class.

SCYA-Coronado Islands Race: First, Ocean Racing class.

SCYA-Regatta: First in Two out of Three Races, Ocean Racing class.

1947

Mid-Winter Regatta: First, Ocean Racing class.

Lipton Challenge Race: First, Universal class.

Santa Barbara-Valdez and return: First Ocean class.

San Clemente Islands Race: First, Second and Third, Ocean Racing class.

1948

Newport-Easter Regatta: First, Ocean Racing class.

Lipton Challenge Race: Second Ocean Racing class.

Newport to Ensenada, Mexico: Second. Fourth and Fifth.

The foregoing contests, moreover, represent only the major contests in which PCC's sailed home with the bacon and the odd thing is that even Kettenberg is groping for an explanation of the boats' speed.

Originally designed as a sea-worthy, easy-to-handle craft primarily for family use, Kettenberg was the most astonished man in the business when Eulalie, No. 1 of the 18-boat PCC fleet, showed her stern to the rest of the fleet. Since the Eulalie, which was named for his wife, completed her maiden run, Kettenberg is no closer to solution of the problem than he was before. What's more, the PCC's lines have been checked from time to time by the best designers and engineers in the business, with the same results.

"The answer must lie in displacement and design," he has concluded. "In other words, if a boat is light for its size, then its displacement is usually light. If it is heavy, just the opposite is generally the rule. But, in the PCC's we seem to have hit just the right displacement for its size. The speed is the result."

The boats have not earned the sobriquet, "Greyhounds of the Sea," for nothing. Sleek and rangy, they possess a glister and glitter of a nature which makes them easily identifiable by even a layman sailor.

For the technically-minded, the PCC has an overall length of 46 feet, 4 inches, with a waterline length of 31 feet, 6 inches. It has a 6-foot, 6-inch beam, and a 6-foot, 4-inch draft. Sail area is 740 square feet, and the boat displaces 18,500 pounds. Keel and deadwood are of select structural Doug-

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las fir, with the planking of Douglas fir vertical grain.

Deck beams are of Sitka spruce, with the main deck constructed of waterproof marine plywood, doubled, thoroughly painted with marine oil and covered with 21-ounce duck canvass of one piece. Bulkheads are of Honduras mahogany and marine plywood, and floor timbers are of oak and Sitka spruce.

Mast and boom are built of Sitka spruce also, and the rigging consists of Hazard Korodless stainless steel wire rope with Trulock and fittings. Halyards, both main and jib, are of the same steel, with nylon, linen or rope tails, as selected. Sheets are fitted according to this selection as well.

PCC's, without exception are designed to provide four people with sleeping quarters and other living accommodations. However, the rangy construction permits 10 persons aboard without crowding, and two fairly competent sailors can handle them smartly.

Cabin sides are of two-inch Honduras mahogany, bolted to the deck beams and screwed to the deck. Cabin tops are covered with a special waterproof molded three-quarter inch marine plywood, without deck beams, giving a lustrous-smooth interior surface. Exterior is covered with the same canvas as the main deck, and the galley has a monel sink, drainboard and ice-box top. Butane or alcohol, according to specifications, are included in all PCC plans, with built-in bunks, dish racks and other facilities included as a regular feature.

The bulk of the PCC fleet is fitted with four-cylinder gray marine Sea Scout auxiliary engines, connected by a monel shaft to a two-blade folding (to reduce drag) bronze propeller. Fuel tank, which is slung under the galley floor, has a capacity of 35 gallons, and the water tank, placed beneath the forward stateroom bunks, carries 65 gallons.

Tall, wire-haired, and bronzed about the same tint as russet leather, Kettenberg looks and acts like a man of his trade.

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Ebb 'n Flow

(*Continued from Page 15*)

day. Suddenly the craft lurched; began to sink. A practice torpedo, (without explosive content), had been launched by the Navy from a plane in a formation of four from the USS *Boxer*, more than three miles away, and, describing a wide circle, had punched a hole in the *Honey Bee's* hull. On March 18, in a San Diego court, Federal Judge Charles H. Leavy set $4,950 as the craft's worth; Kellerman had sought $8,817 as the loss he sustained because of the torpedo's irresponsibility. Leavy's decision followed a non-jury damage suit trial that didn't last through the day. Crewmen of the torpedoed boat were salvaged by the *Buddy*, a fishing vessel owned by Mr. and Mrs. C. W. Stevens, and only one was hurt. He was John L. Johnson; his forehead was cut. Captain Ralph Silva and Franke Edwards, both of the Border City, had come off without a scratch.

OPERATIONS PROFIT

From Seller's to Buyer's:

Studied from any slant, the figures looked good. A net profit of $333,224, before contributions to employe's profit-sharing trust, and provision for Federal taxes, was an accomplishment, anyway you looked at it. And that's the way National Steel and Shipbuilding Corporation of San Diego, California, looked upon the wind-up for the fiscal year ended December 31, and made public three weeks ago. More: C. Arnholt Smith, president of the firm, which until recently was known as National Iron Works, said net sales for the 12-month period totaled $4,846,529. Total operating profit on the business amounted to $306,588. In addition, the company realized $73,393 from its share of income from interests in fishing vessels. Net profit for the purpose of determining the amount of contribution to the employes' profit-sharing trust was $261,224. After payment of $26,122, or 10 percent, to the employe fund and payment of federal taxes totaling $66,537, National Steel & Shipbuilding Corp. reported a net income of $240,564. It paid a 6 percent dividend on $1,200,000 worth of outstanding capital stock. In his report to shareholders, which was mailed recently, Smith said: "In its 44th year of continuous operation the National Steel & Shipbuilding Corp. prepared for a change from a seller's to a buyer's market by substantial reductions in plant costs while maintaining month-by-month dollar sales volume at an even level.

More Ships Needed:

"During 1948 it became increasingly apparent that in order to take full advantage of our singularly advantageous position in the commercial fishing field, arrangements should be made to facilitate the acquisition of additional ships in the tuna fleet. For this purpose a subsidiary company, National Tuna Clippers, Inc., was formed. This company now has substantial interests in three tuna clippers working on the high seas, as the beginning of what we anticipate will some day be the largest fleet of tuna clippers operating under one management." The firm reported total current assets at the year-end of $2,393,408; investments of $229,697; property, plant and equipment valued at $966,120. Total assets are $3,642,728.

THE POLITICAL SCENE

Split, Single, Shortened:

In Sacramento, California, by March 15, those interested in that brand of uproar peculiar to the State Legislature had pretty well agreed on the hottest controversy to involve the fishing industry: It had to do with a single, shortened season for sardine and mackerel.

Present regulations permitted sardine fishing from Aug. 1 to Feb. 15 in Northern California and Oct. 1 to March 1

(*Continued on page 36*)

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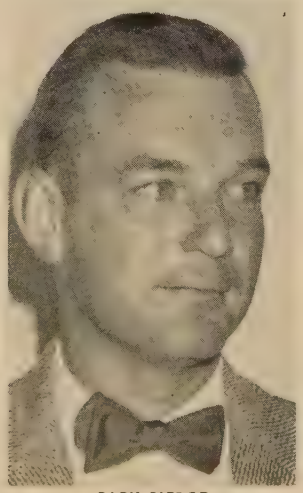

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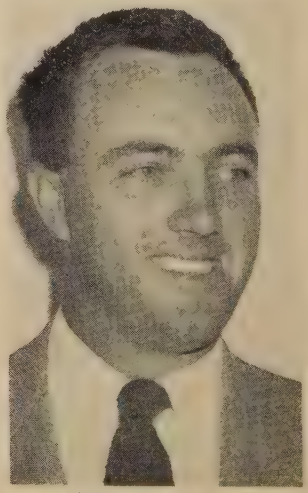

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WELL SEASONED MATERIALS — BALANCE ON PERCENTAGE

EBB'N FLOW

(*Continued from page 34*)

in Southern California. Assemblyman Vincent Thomas, of San Pedro, in keeping with wishes of Southern California fishermen, was proposing a single season for the state to run from Sept. 1 to Dec. 15. Monterey fishing interests preferred a split season. Sen. Fred Weybert, Salinas, had proposed a continuance of the split season—Aug. 1 to Dec. 15 in the North and Sept. 1 to Jan. 15 in the South. Thomas defended the single season as a conservation measure. He said that under current regulations approximately 7 months of the year was open season. Under his plan the season would be cut in half. Other provisions of his bill would give the Fish and Game Commission authority to set the season take. It would provide, however, that the minimum season take could be no lower than 200,000 tons for sardines and 35,000 tons for Pacific mackerel. If conditions warranted, the commission could raise the limit. It also called for one-third of the total tonnage to go to reduction plants and 5 percent of the total to bait.

Would Bar Week Ends:

The Weybert proposal also would prohibit fishing Saturday and Sunday nights. It was believed this has solid backing in the Monterey area where canneries and purse seine operators object to the week end fishing. Monterey-Santa Cruz Bay, Santa Cruz fishermen were expected to protest such action.

EXECUTIVE

Promoted

Henry Z. Carter of Avondale Boat Works, New Orleans, Louisiana. Became general manager of firm last month. (See "Up the Ladder," page 9).

Newport Harbor

(*Continued from page 23*)

ed him to explain his actions in their offices at San Francisco. When he arrived, they laid down the ultimatum in no uncertain terminology; if he maintained his tariff they would cut the rates from under him, putting him out of business. McFadden laughed in their faces and told them, in so many words, to do their damdest. They could, if they wished, haul barley for the Newport growers for nothing, for all he cared. But inasmuch as he had the grain growers nailed to contracts, he would take in the freight money while they lugged the grain to San Francisco. This information, of course, stopped the gentlemen in their tracks. Indeed, McFadden's checkmate was so complete that the partners, both good businessmen themselves, decided it was not only advisable to play ball with him, but to associate him with their firm. They appointed him, as the result, their agent in Newport Beach, a move that established probably the first of the area's branch businesses. The Goodall-Perkins-McFadden alliance ended the usefulness of the *Newport* to the McFaddens, and, in 1878, it was sold the Pacific Coast Steamship Company, by which it was operated up and down the coast for many years. (*To be continued*)

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Ships & Call Signs

A Complete List of West Coast Fishing Craft and Their Radio-Telephone Call Signs

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(For the convenience of the fishing fleet, the magazine Pan-American Fisherman four times a year will print an up-to-date roster of ships and call signs. The editors will appreciate it if attention is called to discrepancies, either by penny postcard or letter. Corrections will be made promptly.)

CODE LETTERS	COMPANY NAME
C. F.	Coast Fishing Co.
C.M.C.P.	Calif. Marine Curing & Packing Co.
F.I.P.	Franco-Italian Packing Co.
F.S.	French Sardine Company
H.S.T.P.	High Seas Tuna Packing Co.
N.I.O.	Not in Operation
P.P.	People's Packing Co.
P.P.F.	Pan-Pacific Fisheries
S.C.F.	So. California Fish Corp.
S.D.P.	San Diego Packing Co.
S.H.P.	Sun Harbor Packing Co.
S.P.C.	South Pacific Canning Co.
T.I.S.F.	Terminal Island Sea Food Co.
V.C.S.F.	Van Camp Sea Food Co., Inc.
W.C.P.	West Coast Packing Corp.
W.S.P.	Westgate Sea Products Co.

A

NEW CALL SIGN	Name of Vessel	Licensee or Owner	Old Call Sign	Cannery Affiliation
WA2003	A. A. Ferrente	Frank Ferrente	ATXS	
WA2058	Adriatic	Slovko Ivancic	WPLM	
WA2167	Alert	Darrell D. Foreman	WXVP	
WA2213	Algiers	Harry Abell	WZPR	
WVJA	Alphecca	W. W. Ambrose	WVJA	WSP
WKEO	America	Pedro C. Neves & Assoc.	WKEO	VCSF
WA2348	America II	Geo. H. Knowlton	KWNJ	
KAZG	American Boy	Joaquin Canas	AYYQ	VSSF
WA2353	American Boy	Max Grbelja	WJLN	
WA2358	American Lady	Ralph Madruga	ATLV	VCSF
WA2359	Americano	Francisco P. Vaia	ATEA	VCSF
WA2371	Amor Da Patria	Eric G. Danielson	WPNG	VCSF
KEDL	Anna M.	William Magellan	KEDL	VCSF
WA2478	Anthony M.	A. Misetich	WMQH	FS
WA2578	Astorian	Olaf Johnson	ATYG	VCSF
KGMP	Atlantic	Atlantic Oper. Co.	KGMP	WCP
WPOK	Azoreanna	Edward S. Varley	WPOK	VCSF
WA2650	Aztec	J. S. Basinger	KEMW	VCSF

B

WA2675	Balboa	Julius Zolezzi	WCWR	SHP
WOLU	Belle of Portugal	Manuel Rosa	WOLU	VCSF
KCXL	Bernadette	Frank Medina	AUTA	WSP
WA2852	Betsy Ross	Peter Cekalovich	WPJN	
WA2869	Betty B.	Floyd H. Bay	KWQQ	
WA2977	Blue Fin	Kenneth Denton	KGCR	
WA3004	Blue Sky	Nick Karuzo	WORX	
WA3060	Bonito	Fish & Game Patrol	WPQN	
WA3147	Buccaneer	Alex Lapov	KDBP	

C

WPLC	Cal	Geo. Campbell	WPLC	VCSF
WA3238	Calistar	G. H. Clark	AUAY	TISF
WA3280	Cape Horn	Thos. H. Cooper	WPRN	SDP
WA3392	Carol Ann	Tom Hughes & J. Sullivan	KHUD	SDP
WA3412	Carol Jo Ann	Angiene Bregante	WGVY	
WA3478	Cavalieri	Marko Pesusich	WOSM	
KDZY	Charlene	Dr. O. H. Warner	ATCI	
KECD	Chicken of the Sea	H. E. Morgan	AUAE	VCSF
WA3704	City of Avalon	So. Calif. Fish Corp.	WPUH	

(Continued on next page)

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Ships and Call Signs

(Continued from preceding page)

WA3707	**City of Los Angeles**—John Gargas	ATKH	
WA3711	**City of Naples II**—Frank Amalfitano	AUJO	
WA3717	**City of San Francisco**—Nick Cola & Francis Cresci	WLFE	SHP
WA3714	**City of San Pedro**—Sam Mirkovich	ATID	SCF
WA3717	**City of Stockton**—Tom Mason	ATHI	
WA3756	**Clermont**—Van Camp Sea Food	WDLN	VCSF
KFNH	**Commander**—Al Davies	AYWU	SDP
KFNX	**Commodore**—Louie Vattuone	AYSU	SDP
KFQH	**Conte Di Savoia**—French Sardine Tender Andrew Castagnola	AZOJ	WSP
WB5719	Coronado—Cecil Drake		WSP
KSYA	**Corsair**—H. Morgan & Sons	KSYA	VCSF
WA3919	**Costa Rica**—Westgate Sea Products	KPCJ	WSP
WA3920	**Costa Rica II**—Steve & Joe Gargas	WOLI	
WA3925	**Courageous**—Lewis L. Livesley	ATXA	HSTP & FS
WA3935	**Crane**—Fish & Wildlife Service	WTDC	
WA3953	**C. R. Martinolich**—F. Marinvocich	ATES	PPF

D

WA4012	**Daiho II**—A. J. Good	KDKW	VCSF
WA4053	**Dauntless**—Louis Ursich	WOUI	
WA4115	**Defense**—John Zorotovich	KEBJ	
WA3148	**Del Rio**—R. Katnich	WOXR	
WA4189	**Discovery**—Nick Nrsich	WOVA	TISF
WA4247	**Dominator**—A. Davies	ATTU	SHP
WA4326	**Dorothy Lee**—Frank Medina	KEBG	WSP

E

WA4553	**El Capitan**—Kelco Co.	KEBN	
WA4557	**El Commodore**—Ivan Botica	WOUT	
WA4573	**Electra—Dan Battaglia**	KDHN	SHP
WA4637	**El Padre**—Carlo Sima	WPJM	SCF
WA4664	**Elwood**—Kelco Co.	WPLG	
WGDR	**Emma R. S.**—Guy Silva	WGDR	SDP
KGWL	**Endeavor**—W. Wade Ambrose	ATSP	WSP
WA4711	**Endeavor (seine)**—Joe Randazzo	AUKB	
WA4731	**Erm Too**—John W. Norek, Jr.	WTXC	
WA4753	**E. S. Lucido**—Nino Lucido	AUAG	SCF
WA4762	**Esperia**—Marko Manestar	WNRO	
KGXV	**Espirito Santo**—Joe Alves	ATZY	VCSF
WA4872	**Excellent**—Ante Jurlin	WOUY	

F

WA4937	**Felice—E. W. Blocker**	WPMD	VCSF
WA4940	**Felicia II**—M. La Grande	AWCX	
WA4993	**Flamingo**—Alaska Packers Assoc.	ATSY	
WA5002	**Fleetwood**—Arthur B. McCollum	WNXA	
WA5003	**Fleetwood**—John Evich	KPDY	
KIIU	**Frances Marie**—Frank M. Perry	ASSK	HSTP

G

KGQH	**Galapagos**—Pacific Motor Vessels	KGQH	SDP
WPRR	**Gallant**—Andrew Vilicich	WPRR	PPF
WA5284	**General MacArthur**—Vincent A. Cardinelli	KGSU	
WA5293	**Genevieve H. II**—Roy Hugev	WEAK	HSTP
WA5436	**G. Marconi**—John B. Giacalone	AUNO	
WA5453	**Golden Gate**—Pete Szalinski	WOLV	VCSF

H

WA5638	**Harmony**—Joseph Bpgdanovich	WOBX	FS
WA5691	**Hawk II**—Daniel Sutlovich	KAGP	
KKRH	**Heroic**—M. O. Medina	AYFB	HSTP

I

WA6056	**Intrepid**—Dr. George Budd	WNNB	PP
WA6060	**Invader**—Nels K. Anderson	AUDJ	
WBEM	**Invader**—Louie Vatuone	WBEM	SDP

J

WA6166	**Jackie Sue**—Christian Gaspar	WOUJ	TISF
KKXU	**Jenita**	AXZR	SDP
WA6404	**Jimmie Boy**—Robert J. King	AUTH	HSTP
KKYL	**Joan of Arc**—Manuel G. Balelo	AUBK	FS
WA6506	**Johnnie Boy**—Terminal Island Sea Foods	WNML	TISF
WA6505	**Johnnie Boy**—Paul Fiamango	WOWF	
WA6513	**Johnny Boy**—Terminal Island Sea Foods	WPSL	TISF
KKUW	**Julia B.**—Alfred Santos	AUOP	PP
	Joyce—Antone Agrella		SDP

K

WA6743	**Kathie Jane**—Ralph P. Osterode	AXBP	SDP
WA6750	**Kathryn**—High Seas Tuna Packing Co.	WFSP	HSTP
KMYK	**Katie Lou**—Peoples' Fish Enterprises	AYRU	PP
KNEN	**Kitty Hawk**—Martin Boysen	AVWF	SCF

(Continued on next page)

Ships and Call Signs

(Continued from preceding page)

L

WA6895	**La Belle**—Archie White & Jim Eppick	ATQT	VCSF
WA7006	**La Playa**—Erline Perreira	AUEB	TISF
WA7131	**Liberator (Seine)**—Paul Biazevich	ATDQ	
WA7134	**Liberty (Seine)**—Liberty Co.	WTSD	
WPRQ	**Liberty**—Edward Madruga	WPRQ	PS
KQNC	**Liberty Bell**—Frank Gonsalves, Jr.	ATIP	HSTP
WA7155	**Lil Evelyn**—Joe Mello	AVBT	
WA7176	**Limited**—Dominick de Maria	AWXH	
WA7179	**Lina B.**—Andrew Vidovich	WNKZ	
KQYL	**Linda Lee**—San Diego Pkg. Co.		SDP
WA7195	**Linde**—Arno Bros.	WEVP	
WA7299	**Lone Wolf**—John B. Zolezzi	WPMN	SHP
WA7303	**Long Island**—Andrew Rafkin, Jr.	WPMI	PPF
WA7402	**Lucky Star**—Phillip Cracchiolo	WPKD	
WA7404	**Lucky Star**—Manuel Freitas	KWNG	PP
WA7419	**Lucy Elena**—Wm. H. Schmidt	KTSK	PP
KGWN	**Lusitania**—M. Rosa & L. Oliver	KGWN	VCSF

M

WA7492	**Madeirense**—Manuel F. Correia	WDXO	VCSF
WA7613	**Marauder**—Peterson Boatbuilding	AUCU	
WA7611	**Marauder**—C. J. Gilson	AUTN	
WA7690	**Maria**—Joseph Riera	WDLO	
WA7714	**Marico**—Newell Morris	WDEZ	SDP
WA7735	**Marie Joan**—Tony Zangaro	WPOS	
WA7737	**Marie Louise**—Steve Zolezzi	WOXU	SHP
WA7849	**Marsha Anna**—Jack Borcich	AZTS	PPF
WA7899	**Martin B**—Peter Asaro	AZRI	FSC
KPJZ	**Mary Barbara**—Serafino Parmigiani	AuRK	PP
WA8007	**Mauritania**—Maurice Cardozo	AWZI	FS
KPKE	**Mayflower**—J. O. Medina	AVKB	HSTP
WA8169	**Milady**—Walter Den Herder	AUZJ	
WA8199	**Milwaukee**—R. H. & S. C. Heigold	WCPM	VCSF
WA8246	**Miss America**—Hodgson-Green-Haldeman	AUJI	CMCP
WA8373	**Monarch**—Salvador M. Lucas	KSQR	SCF
KAOF	**Morning Star**—A. Zolezzi	KAOF	WSP

N

KQBK	**Navigator**—Joaquin Qualin	AWXN	HSTP
WA8520	**New Ambassador**—C. B. Hackney & R. L. Deskin	WPND	TISF
WA8623	**New Bol**—Tony Devlahovich	WPVV	
WA8625	**New Comer**—G. W. Kell	ATGQ	
WA8643	**New Limited**—Salvatore Melicia	WPRM	
WA8780	**North America**—Agostino Ghio	KDZD	VCSF
WA8781	**North American**—Sverre Jangaard	ATFM	VCSF
WA8782	**North Cape**—George Fiamengo	WOSN	PPF
WPMU	**Northern Light**—J. A. Foster & W. A. Hoss	WPMY	SHP
WA8804	**North Star**—Olav Valderhaug	AXFD	SDP
KQIE	**Notre Dame**—John G. Cardosa	ATYD	FS
WA8849	**Nyna Rose**—Mario Bregante	AVJB	
WA8850	**Nyna Rose II**—Gaetano Scotti	KYDG	

O

WA8862	**Oceana**—Marina Bagalini	WDJW	VCSF
WA8883	**Ohio III**—Sea Food Enterprises	WCPR	
WA8900	**Old Timer**—C. Sugluizzo	AUCQ	
WA8915	**Olympia**—Joe Silveira	WOPS	
WEEZ	**Olympic**—Alfred C. Aitken, Jr.	WEEZ	SDP

P

WA9264	**Pacific Star**—Sam Lonero	KASR	
KQNC	**Paramount**—Joe Madruga	AXTU	HSTP & FS
WA9354	**Patria**—Manuel M. Medina	KGMQ	WSP
WA9368	**Patriotic**—John Ryono	WFIY	
WA9495	**Pez Espada**—Harry M. Brown	WPWI	
WA9520	**Phyllis**—Joe Aliotti	WCVM	
WA9549	**Pioneer**—Marion Jancich	ATVK	
KQPM	**Portuguesa**—Victor G. Rosda	ATRA	VCSF
WA9735	**Princess Pat**—Otto C. Kiessig	ATVU	SHP
WA9761	**Progress**—Andrew Tomicich	WCKD	

Q

WNIE	**Queen Mary**—Joe Medina Enterprises	WNIE	SHP

R

WA9844	**Rajo**—Newell Morris	KGWU	SDP
WA9886	**Ranger**—Ranger Seafood Co.	WPKZ	SDP
WA9881	**Ranger (Seine)**—Sea Food Factors	WDHE	
WB2035	**Richness II**—Pasquale Bengasino	WEVK	
WB2169	**Ronnie M.**—Anton Misetich	ATEJ	
KCJR	**Ronnie S.**—Thomas J. Santos	KCJR	WSP
WB2178	**Rose**—People's Fish Enterprises	KPLS	PP
WB2184	**Rose Ann**—Tony Tarantino	AVGE	SHP
WB2192	**Rose Marie**—W. W. Ambrose	WOVP	WSP
KSIC	**Ruthie B.**—M. H. Wilson & Wm. H. Black	KSIC	HSTP

S

WB2348	**St. Anthony**—Frank Alioto	WOKS	WSP
WB2345	**St. Anne of the Sunset**—Mary Lucido Harder	ATXL	
WB2350	**St. Augustine II**—Tony Esposito	KAEK	
WB2356	**St. Francis**—Hubert Ursich	WFSX	SDP
WB2361	**St. James**—John Ruzich	KAHE	
KQVV	**St. Joseph**—Westgate Sea Products	AYDD	WSP
WB2370	**Saint Louis**—Pasquale DiLeva	WNRP	

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WB2459	San Antonio IV—Gennaro DiLeva	TUJN	
WB2495	San Francisco—Vince Fiamengo	KPBE	PPF
WB2486	San Giuseppe—Nicholas Vlastelica	WOUW	
WB2493	San Pedro Boy—Nick Radovcich	WOTR	PPF
WB2504	Santa Anna—Giuseppe Lucido	ATHA	
KQWO	Santa Barbara—Sun Harbor Packing	AURK	SHP
WB2510	Santa Lucia—Louis Di Meglio	WMPJ	
WB2511	Santa Maria—Antonio Di Bernardo	WPRX	
WFEM	Santa Margarita—Manuel Gonsalves	WFEM	FIP
WB2611	Sea Boy—Franco Italian Pkg. Co	WDFK	FIP
WB2613	Sea Breeze—Eugene Banich	WOTP	
WB2642	Seafarer—Alvin T. Davies	KKTR	
WB2660	Sea Giant—T. W. Stevens	WPVJ	SDP
KQYX	Sea Hound—Joaquin Pedro	AUCL	VCSF
WB2701	Sea King—Vitto Alioto	AUEK	SDP
WB2731	Sea Main—Caspare Maiorana	WERZ	
WB2745	Sea Pirate—Sea Pirate Co	WTOI	
WB2748	Sea Pride—Andrew Tipich	WOUZ	
WB2773	Sea Ranger—George P. Lang	AUPA	
WB2780	Sea Rider—Matt Dragich	WPKW	
WB2785	Sea Rover—Nick Vlastelica	KNIK	SCF
WB2794	Sea Scout—Pete Dragich, Jr.	ATWA	
WB2802	Sea Spray—Pete Skarponi	ATGA	
WB2808	Sea Star—Giozanni Aliotti	WTSJ	
WB2836	Sea Wolf—Manuel A. Chagas	ATLU	CF
WB5662	Senator—A. E. Humphrey	WFFC	SDP
WB2865	Senorita—Arnold P. Azevedo	WJFJ	
WB2893	Seven Seas—Elmer Duzich	ATMJ	
KQZB	Sharon Gale—Coast Fishing Co	AUMJ	CF
	Sonja—Harbor Boat & Yacht		SDP
WB3177	South Coast—Dan Marks	WLXK	SCF
WB3192	Southland—Calif. Marine Curing & Packing Co	AYTH	CMCP
KRDN	South Seas—Vincent Gann	ATDE	FS
WB3218	Sparton—Sam Braco	KDYE	
WB3274	Standard II—Andrew J. Mardesich	WDGM	
WB3303	Star of Monterey—John Russo	WTNV	
WB3304	Star of San Pedro—Peter V. Martin	WOVF	
WB3305	Star of the Sea—H. L. Miller	AWXR	SDP
WB3328	Sterling—Wards Cove Pkg. Co	WLFB	
WFFC	Sun Crest—Allen E. Humphrey	WFFC	SDP
WB3399	Sun Dial—Fred Brown	AUGQ	SHP
KEUJ	Sun Europa—Sam Crivello	AUBA	SHP
WB3408	Sun Glow—Anthony Madruga	TYHE	SHP
WB3409	Sun Harbor—Sun Harbor Pkg. Co	WPOF	SHP
KRRW	Sun Hawk—George Alameda	AUUO	SHP
KRSX	Sun Hilarita—Vigilio da Paixao, Jr.	AYFL	SHP
WB3410	Sun Jackett—Donald Lee Byrd	KALA	SHP
KPOJ	Sun Jewel—W. O. Jones	KPOJ	WSP
WB3415	Sun Maid—Frank Sanfilippo	WCGR	SHP
WJSA	Sun Pacific—Antonio Tavares	WJSA	SHP
KRYA	Sun Queen—Manuel Drummond	AXFK	SHP
WB3429	Sunrise Ranger—Vincent Marinkovich	WDMX	
KRZZ	Sun Ray—Sun Harbor Pkg	AUKN	SHP
WPRQ	Sun Splendor—John Sousa, Jr.		SHP
WB3433	Sunset—A. Bregante & Assoc	AuKF	VCSF
WB3433	Sunset (Seine)—Anthony Bozanich	WNFJ	
WB3442	Sun Traveler—Ralph McCabe	WXRR	SHP
WB3443	Sun Valley—Sun Harbor Pkg. Co	WDSX	SHP

T

WB3826	Tiger Shark—Roy D. Crippen	AUAN	
WB3938	Treasure Island—August Felando	WTSL	
WB3989	Tuna Fin—R. C. Sabins	AVRH	
WB4015	Two Nancies—Guiseppe Fiore	AWTA	

U

KTJQ	United Victory—Arthur De Fever	ATLF	HSTP

V

WB4071	Vagabond—Mariano Torrente	ATMB	
WB4130	Varuna—Lawrence A. Barr	WOBQ	
WB3776	Venetian—Steve Stagnaro	WPLP	VCSF
WB3782	Venture—C. H. Ewing	AUTL	
WB3800	Venus—John A. Mardesich	WOXH	
KTJW	Victoria—Matt Monise	ARUN	WSP
WB4163	Victory—Dr. O. H. Warner	KPCC	HSTP
WB4208	Vindicator—Pete Martin	WDFH	SCF
WB4224	Virginia II—Mathew Bodul	WPRT	
WB4247	Vittoria—John Zankich	WMJK	
WB4254	Volga Boatman—Matt. M. Fiamengo	WDRX	

W

KTTW	West Coast—Angelo Castagnola	AUXK	PP
WB4400	Western Clipper—John Kordich	WCNP	
WB4404	Western Flyer—Anthony J. Berry	WPTO	
WB4408	Western Pilot—Joe Dragich	WHFL	
WB4409	Western Pride—John Mezich	WLEI	
WB4412	Western Star—Anthony Gradis	WDRA	
WB4416	Westgate—W. W. Ambrose	WOXY	WSP
KTZC	West Point—Carl Hanken	AXQY	VCSF
WB4467	White Rose—Luke A. Alafetich	WOUU	
KTZF	White Star—Van Camp Sea Food Co	AUWQ	VCSF
WB4555	Wilmar—C. W. Packard	WFIX	

Y

WA9203	Yankee Mariner—Yankee Mariner Corp		SDP

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